N.W.P.

TRANSIT 4

Sausalito Cal.

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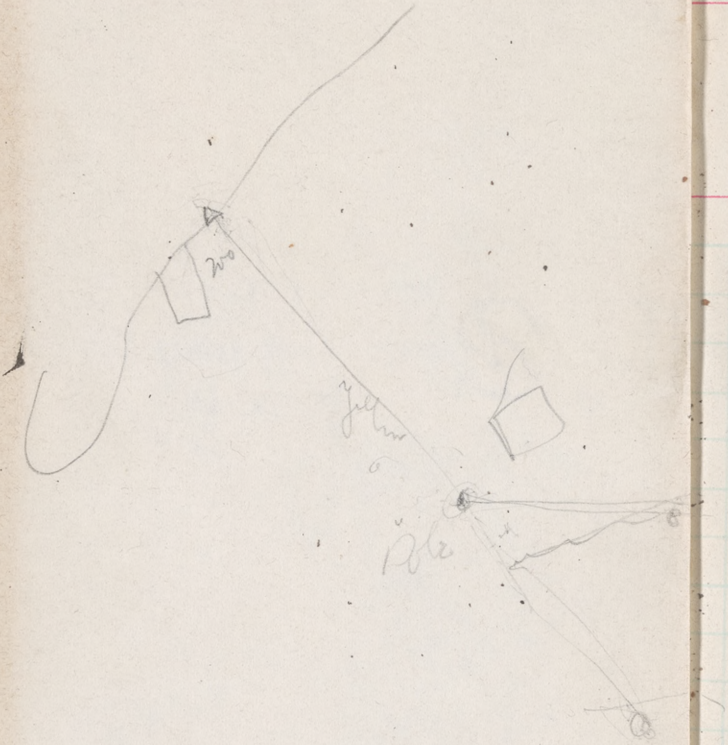
Sausalito
Cal.



Guerneville Gravel Pit. ✓			63-65
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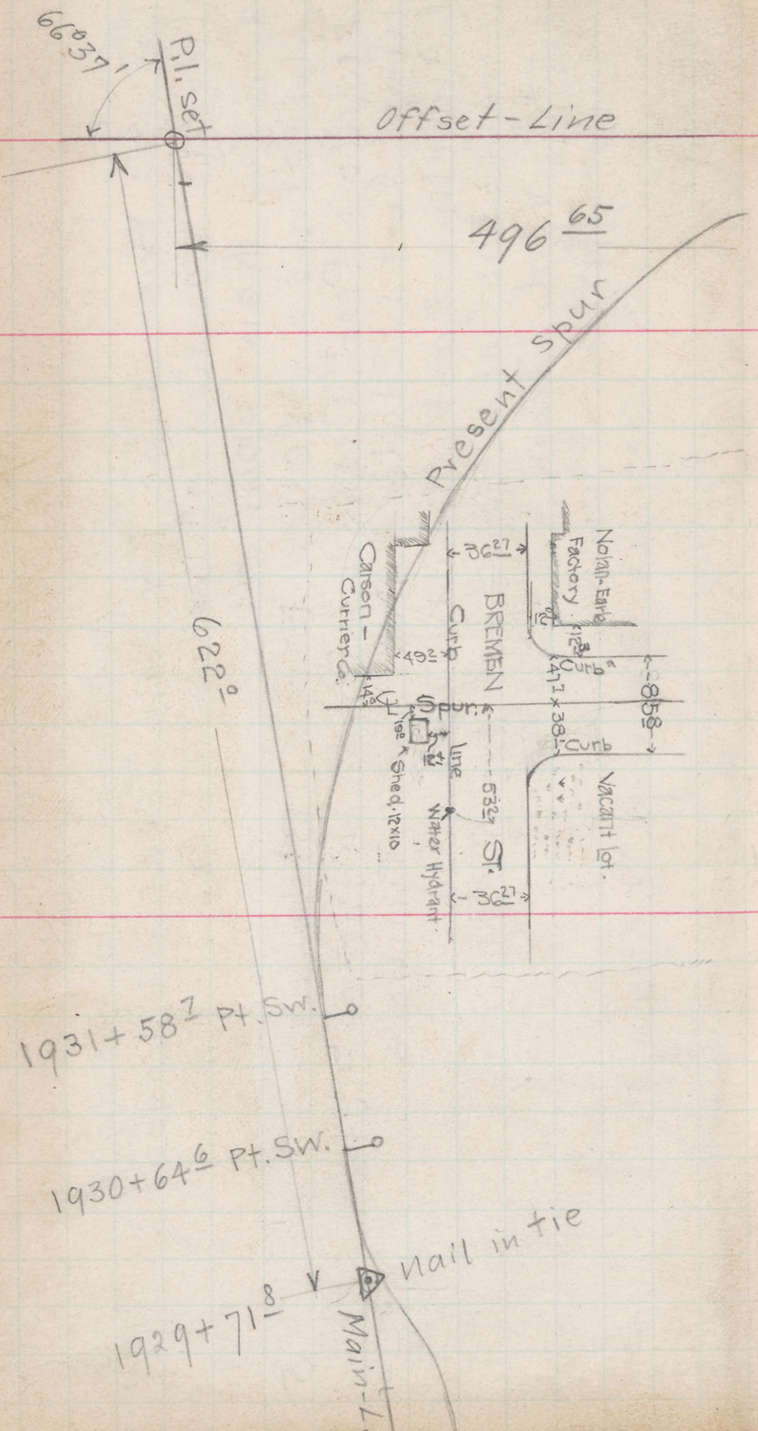
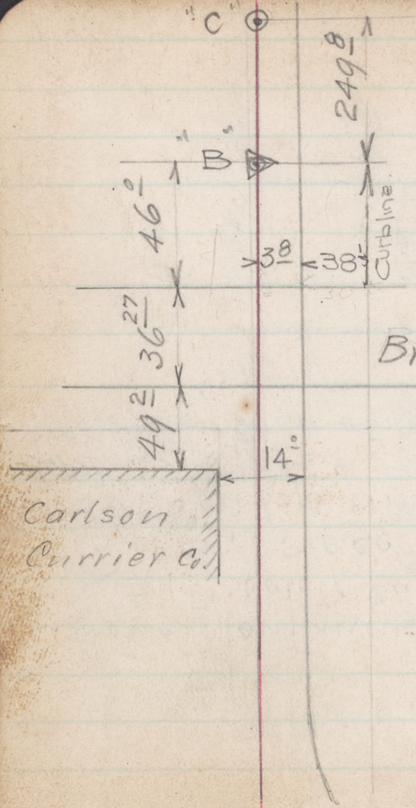

66°37'
P.I. set
Offset-Line
496.65
Present Spur
Nolan-Earle Factory
Carson-Currier Co.
BREMEN ST.
Curb
36.27
49.2
12.3
47.7
38.
85.8
Spur
Line
14.5
19.0
Shed. 12x10
Water Hydrant
53.27
Vacant lot.
622.0
1931+58.7 Pt. Sw.
1930+64.6 Pt. SW.
Nail in tie
1929+71.8
Main-L.

Petaluma Nov. 22nd 1912



← Curb-Line

Bremen St.

↖ Curb-Line

Set up at 1929+71.8 (Nail in tie)
B.S. on 1928+14.9 (Do)

Set up at "B" (Nail in tie)
B.S. on "C" (Do)

New Alignment (to be run in)

P.I. of 6°22' at Sta 1929+69.7 = 0+00 of Spur.

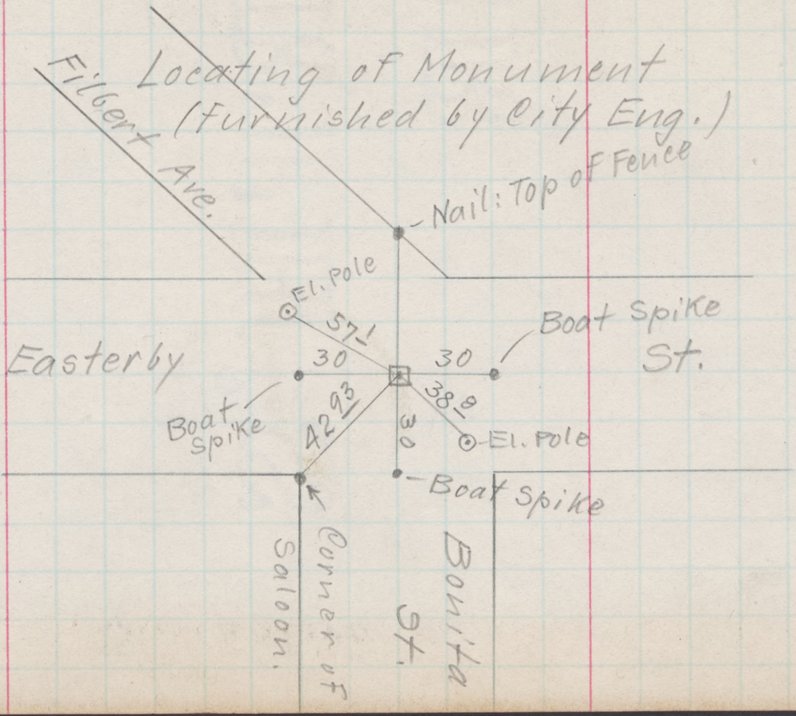
B.C 14°13' Rt. at Heel of #9 Frog. = 0+50.2

T = 544.11 Δ 107°01'

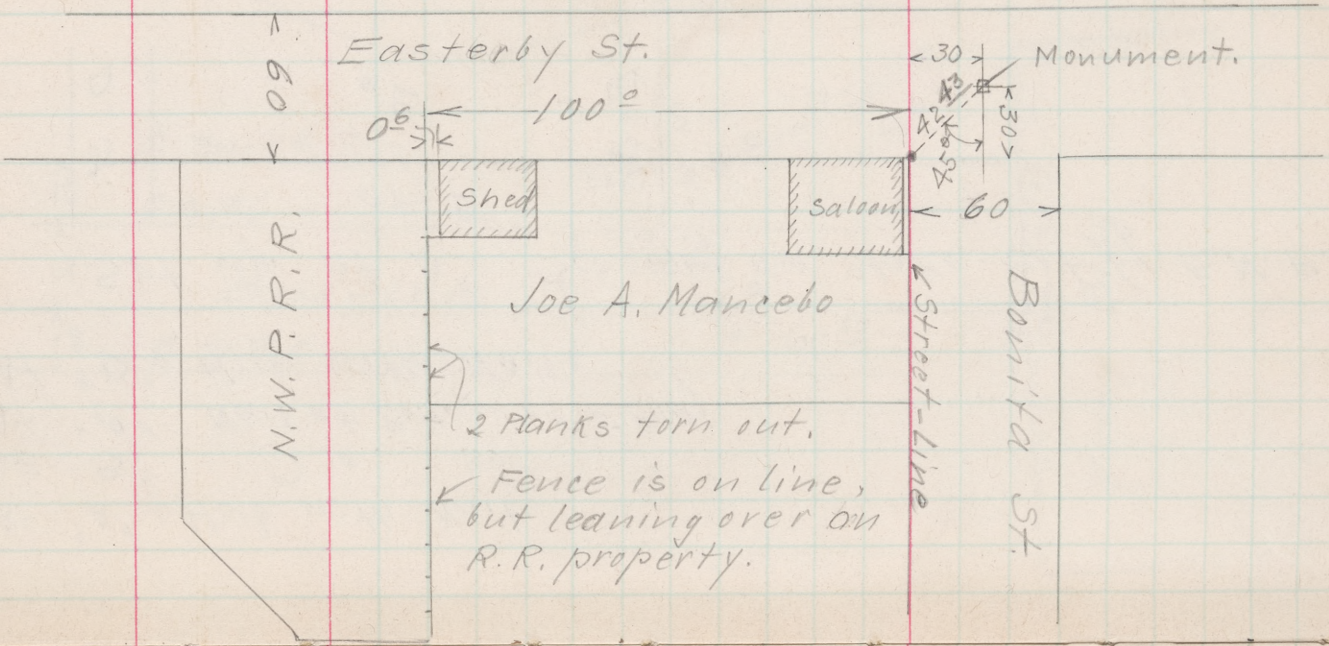
Set up at Sta 1929+49.2

Back-Sight on Nail in tie at Sta 1928+14.9 or.
Fore sight on P.I. set by F.K.

Stone Monument about 1 Ft. below Surface of St. Piece 3"x4"x18" on top with Nail in it, about 2" below Surface of St.

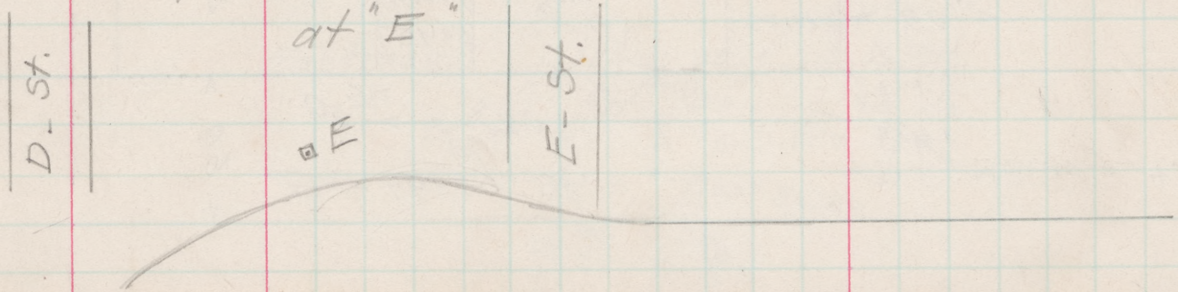


Sausalito. Nov. 26th 1912



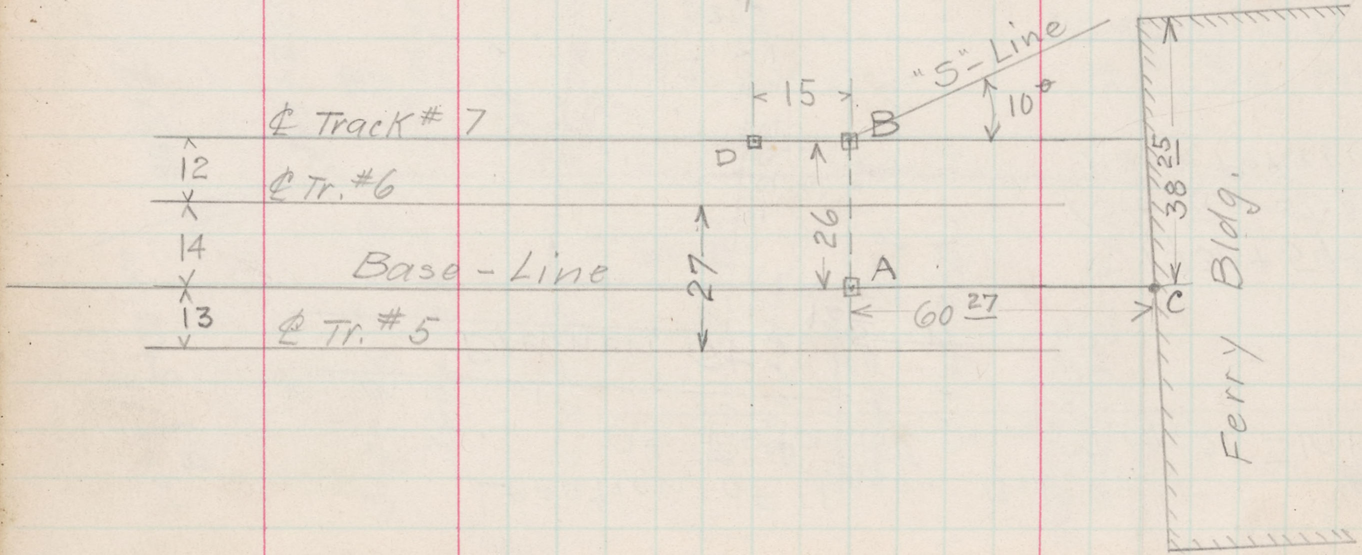
At "A" Hub with Nail
At "B" " "
At "C" Nail at Bottom of F. Bldg.
At "D" Hub with Nail

Set up at "A", Foresight on Stake set by E.N.P. at "E"

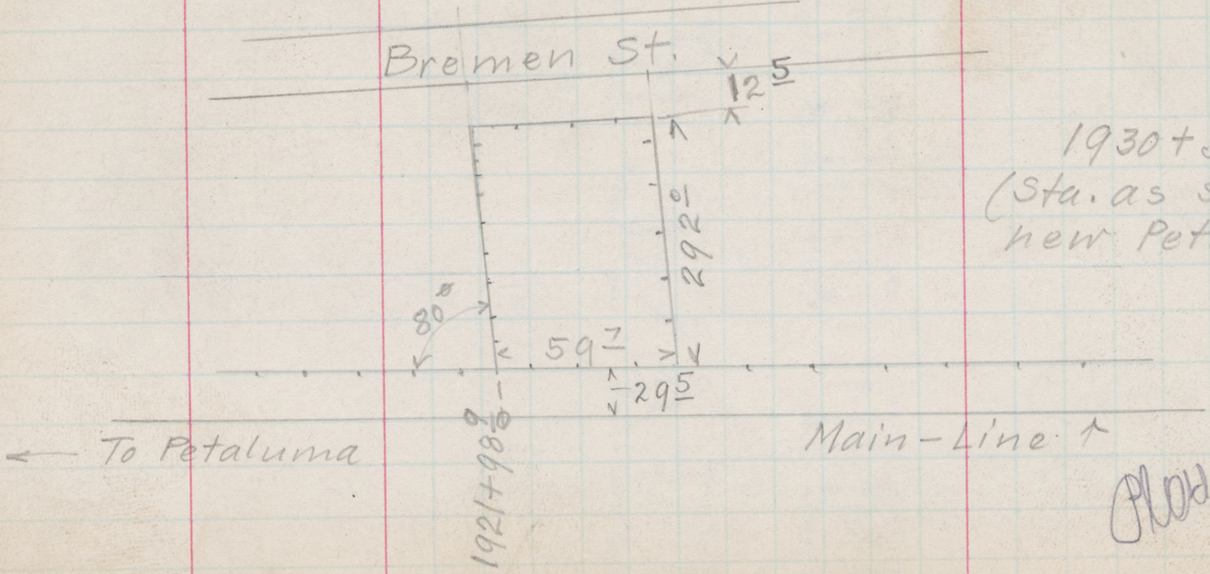


Sausalito Nov. 20th 1912

Established Base-Line for new Terminal Layout.



Location of Union Oil Co.
at Petaluma. Nov. 21st 1912



$1930+59^7$ B.C. 2° Rt.
(Sta. as shown on
new Petaluma Map)

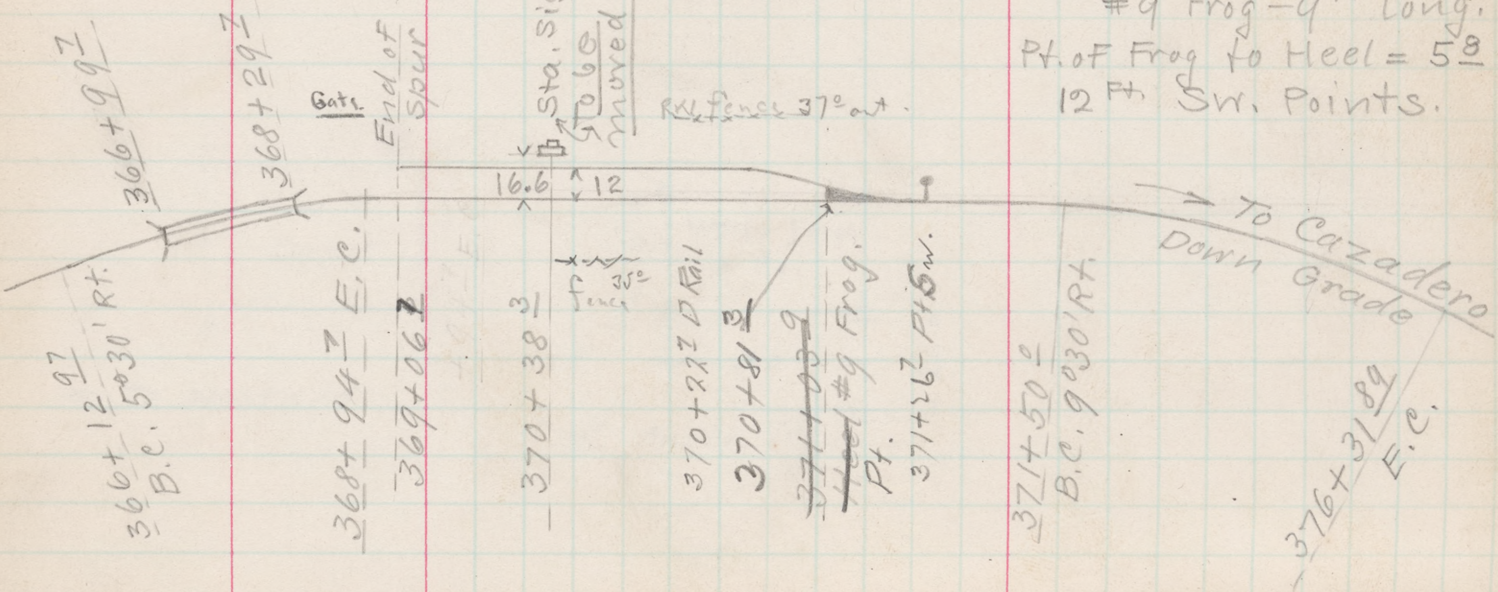
Plotted on [illegible]
[illegible] Jones

Spur Checked by F.H.G. Sep-5-1912.

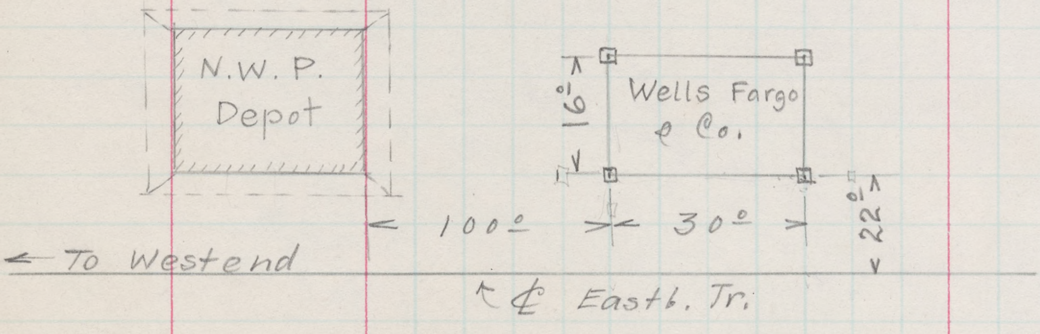
Spur at Jewell, as staked out

Nov. 11th 1912

#9 Frog – 9 Ft. Long.
Pt. of Frog to Heel = 5.8
12 Ft. Sw. Points.

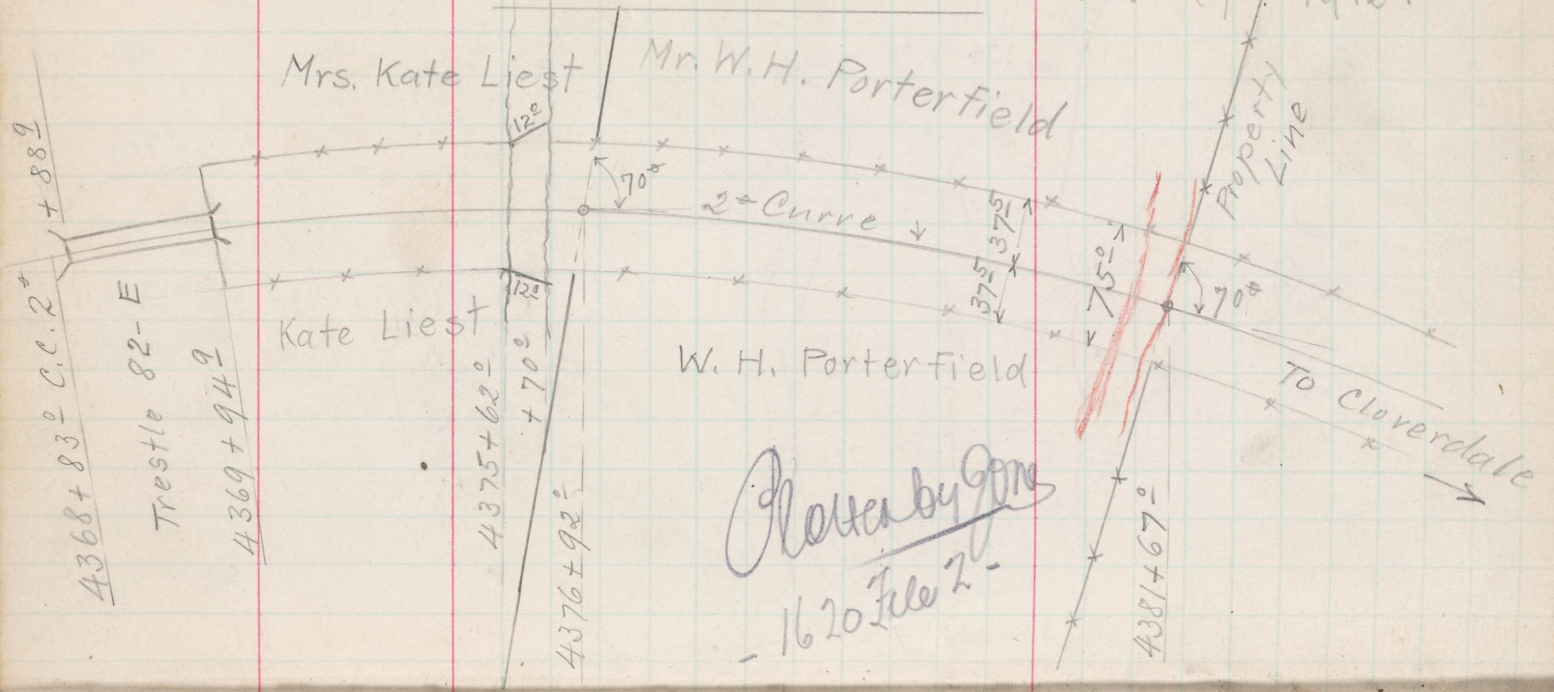


Wells Fargo Bldg. at San Anselmo.
(as staked out Nov. 28th 1912)



Property - Line
Not Fenced

Proposed R.R. Crossing For W. H. Porterfield near Cloverdale. Nov. 29th 1912.



+75

9+00

+20 △ "B"

+50

10

+50

+76± △ 5°00'

11

+16

+50

12 △ 37°50'

Chauncey Jones
1621 B-

Hogans Cut.

6+00

6+50

7+00

7+23

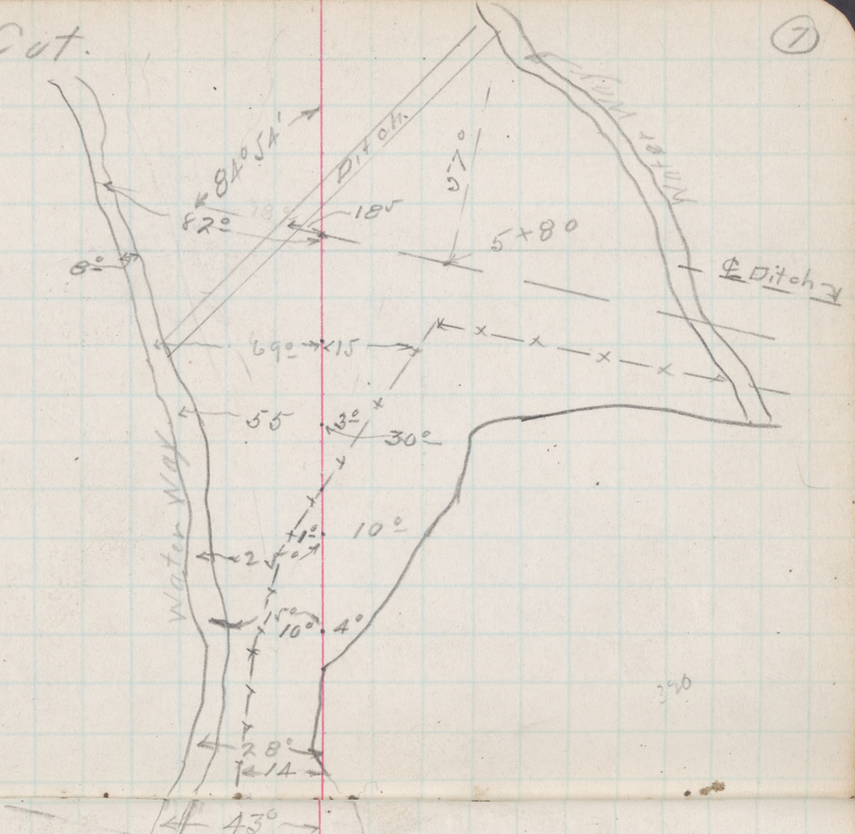
7+50

8

+20

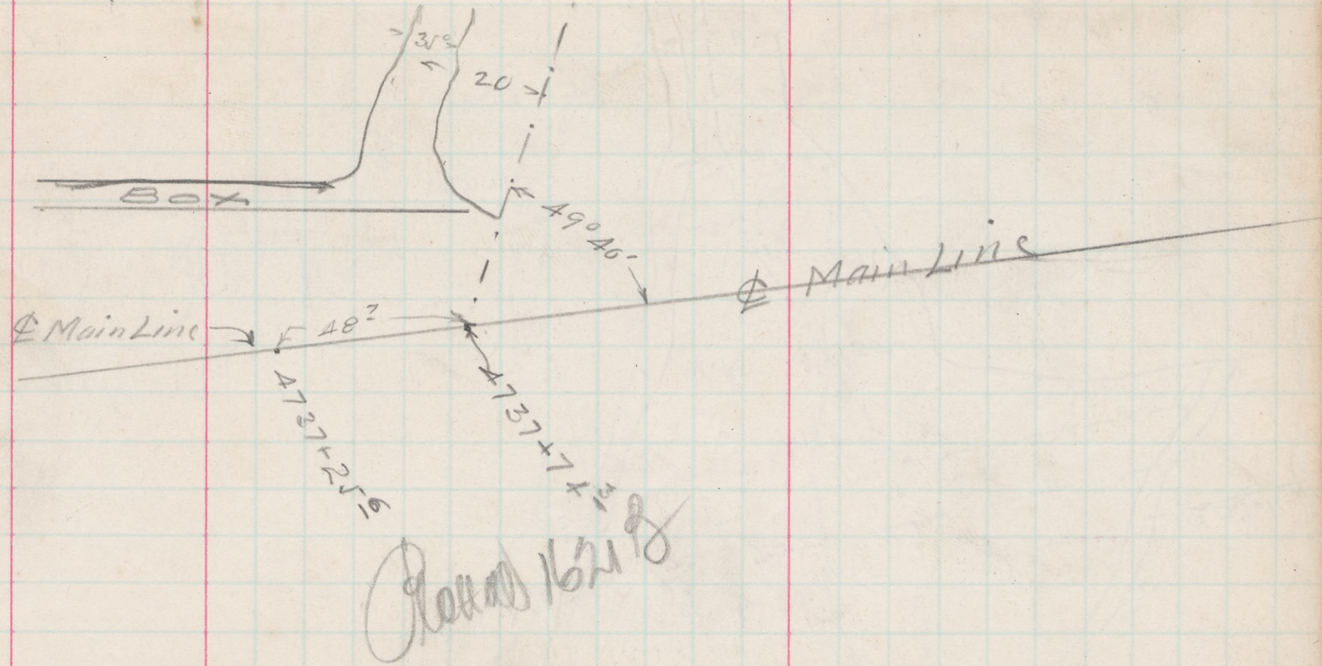
+50

+75



14

14+48 △



Hogans Cut.

12+00 Δ 8°00

+28⁵ fence

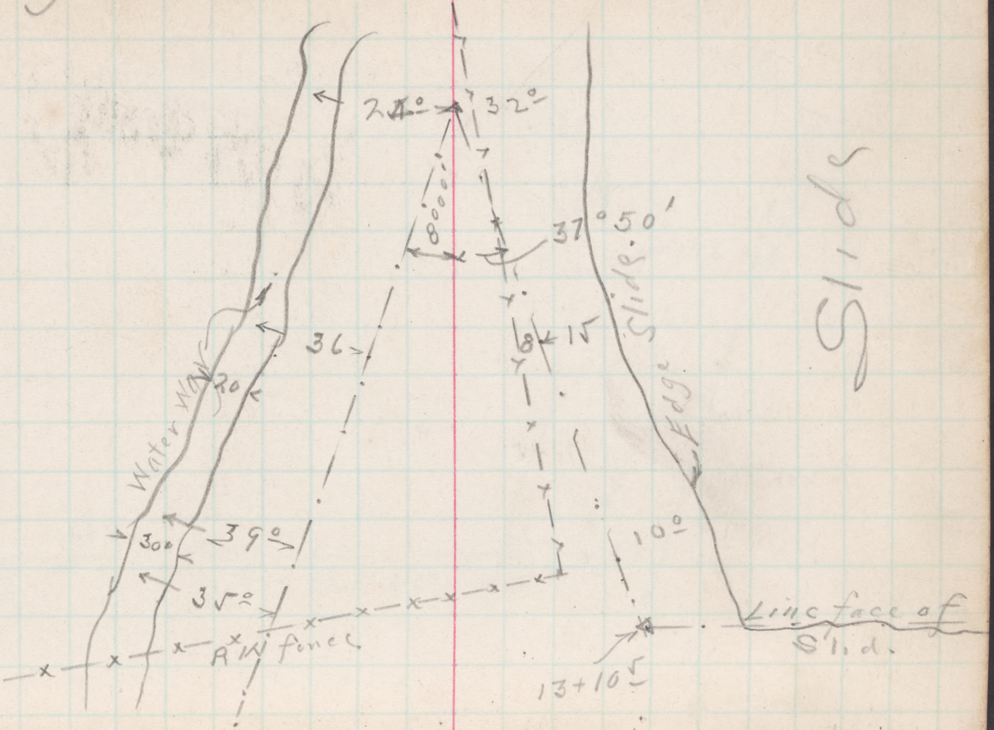
+50

13

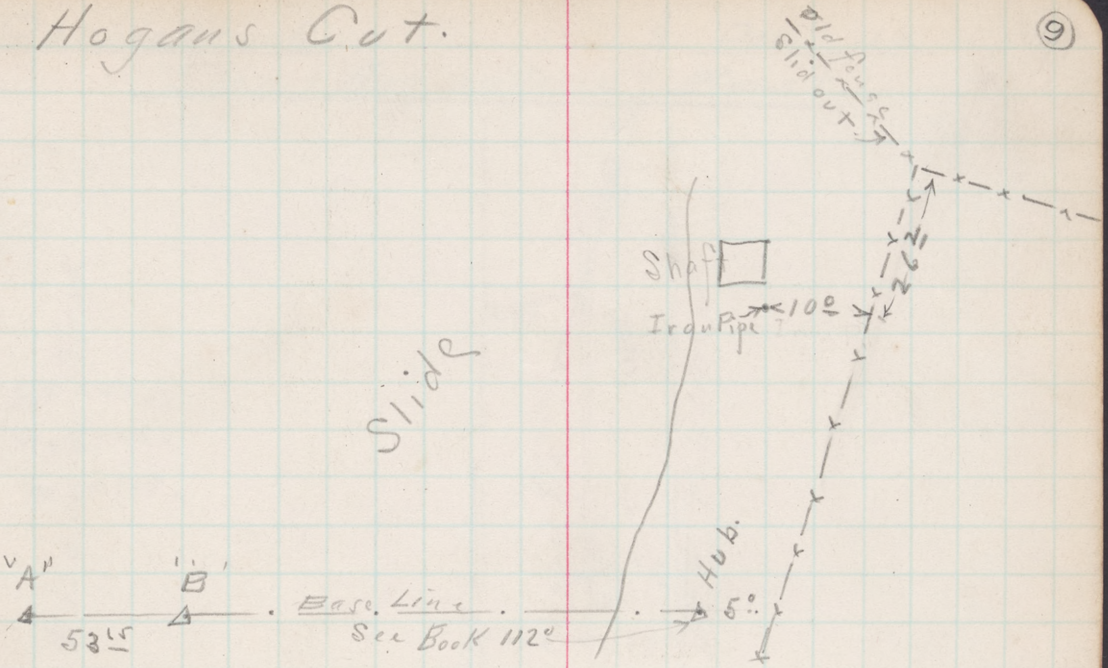
+10⁵ Δ

+50

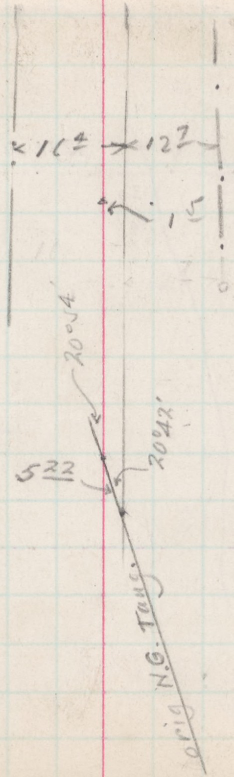
+57 R W fence



Hogans Cut.


Old fence
Slid out.
Shaft
Iron Pipe
10º
26
Slide
Hub.
"A"
"B"
Base Line
See Book 112º
5º
53.15

539		
538		
537		
$+56^{92}$	E.C.	
+50		
536		Δ 20°42'
+50		10° Curve
535		St. 104^{67}
+50		
$534+49^{92}$	B.C.	
$+12^{45}$	Pt. Sw.	
$533+68^{42}$	Pt Frog.	



Doubletrack — Dec. 1912.

San Anselmo East

546

5

4

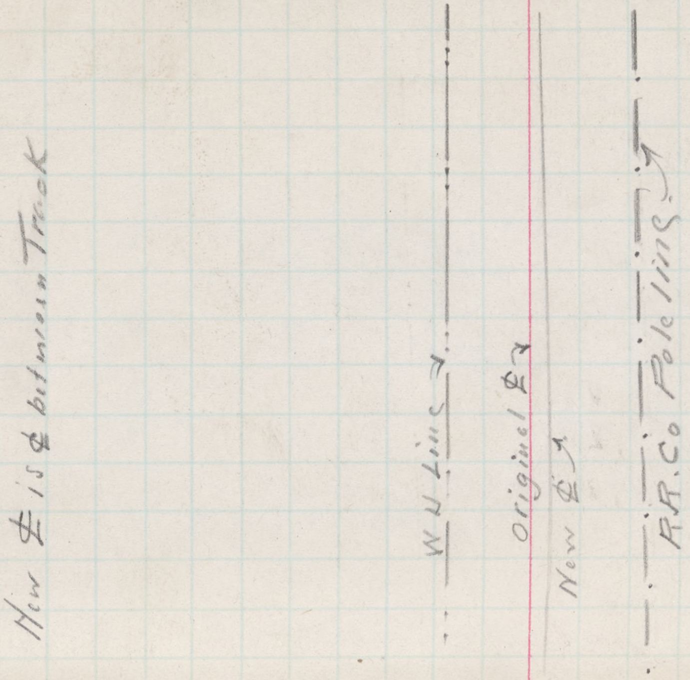
3

2

1

540

539



5

4

3

2

1

550

9

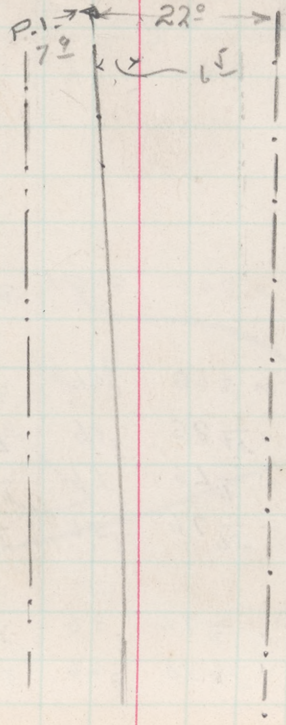
8

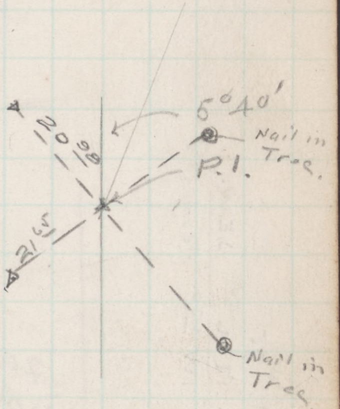
547

Double Track San Anselmo. East.

Dec. 1912

563 + 21.2	P.I. 5°40' Rt.
3	
2	
1	
560	
9	
8	
7	
6	
5	





+50				9^{9}	93^{5}	95^{45} ✓	F 2^{0}
3 96^{2}				8^{5}	94^{9}	96^{2} ✓	F 1^{3}
+66^{0}	fence						
+50				7^{5}	95^{9}	96^{95} ✓	F 1^{0}
2 97^{7}				5^{7}	97^{7}	97^{7} ✓	Grade
+50				4^{7}	98^{7}	98^{45} ✓	C 0^{25}
1+00				4^{6}	98^{8}	99^{2} ✓	F 0^{4}
+95^{5}	Bc 10° Lt						
0+85^{5}	Pt Frog #9 = 6977+50^{65}		103^{4}	3^{4}	100^{0}	99^{3} ✓	
0+00	Pt Sw.						

6976+65^{15} P.O.T. =

B.M. #35
Elev. 1706 ^{500} J.E.W. =
Elev. 101 ^{430} Asumed.

Proposed Spur for Mr Muir Dec. 17-1912
East of Ridgewood

$6975+90^{49}$ E.C.

$6980+71^{09}$ B.C.

$6981+91^{09}$ C.C.

Chas [illegible]

			3.47	100.98	4.82	97.51	
7		98.45			3.88		
6		−0.40 98.85			3.48		
5		99.25			3.08		
4		99.65			2.68		East End Br.: 99.43
+50.8	End Br.	99.65			2.68		West'n Br. 99.65
3							
+91.4	Beg Br.	99.43			2.9		
2							
1							
0+00	Pt Sw						
			2.33	102.33			100.0 Base Rail M.L Bridge

Willets Yard Track 6 — Dec. 17-1912

Sta.		Grade Top Rail	+	⁎	−	
15						
+80	E E Hoist	^ 97.61			2.28	
14		97.35			2.65	
13	+04°	96.85		99.897	3.05	
12		^ 96.45			3.43	
11		96.85			3.03	
10		97.25		99.88	2.63	
9		97.65			3.33	
8		98.05			2.93	
			3.47	100.98	4.82	97.51
7		98.45			3.88	

15		97.8			2.73		
					3.833	96.697	B.M.
14	+0.35	97.45			3.08		
13		97.10			3.43		
			4.42	100.53	4.87	96.11	TP
12		96.75			4.23		
11		97.05			3.93		
10	-0.30	97.35			3.63		
9		97.65			3.33		
8 +00		97.95			3.03		
				100.98			

Willets Yard Track 5

Dec. 17-1912

		Top Rail. Grade	+	π	−	Elev.	
+57^4	End Track. ↑	99^{05}					
18		98^{85}			2^{71}		
17		98^{50}			3^{11}		
			4^{23}	101^{61}	3^{15}	97^{38}	T.P.
16		98^{15}			2^{38}		
15		97^{8}			2^{73}		

96.697
4.5
101.197 π
3.69
97.50

3.96
97.23

+77	End Track	99 67			1 51	✓
18		99 29			1 89	✓
17		98 79			2 39	✓
16		98 29			2 89	✓
15+14	W.E. Hoist	97 86		101 18	3 32	✓

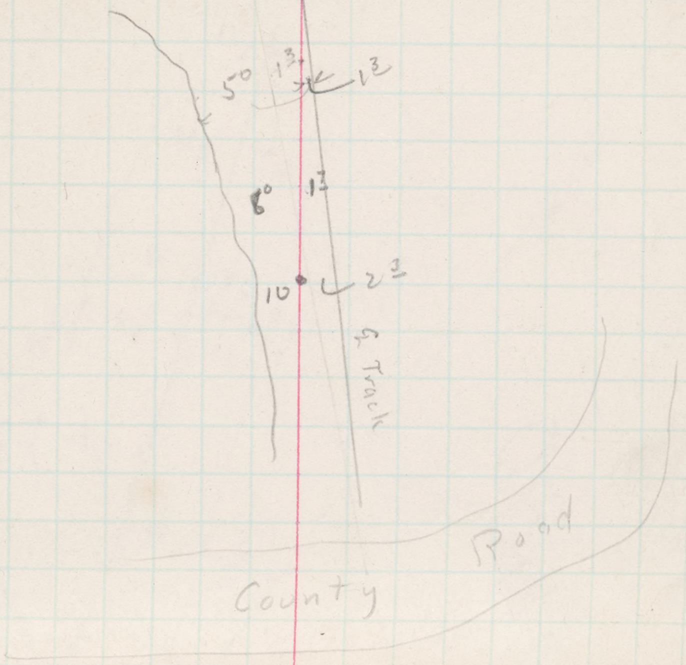
Willets Yard Track 6 Dec 18-1912 (15)

8+00

8+50

9+90~

9+31 ℄ County Road.



$4+14^{6}$ Loco. Apl. Co. Derail

$4+55^{3}$ Aprox. E.C.

$4+63^{6}$ Angle Line 8ft. Lt.

5+00

$5+4^{2}$

5+50

$+54^{2}$ End Wagon ditch 12' wide

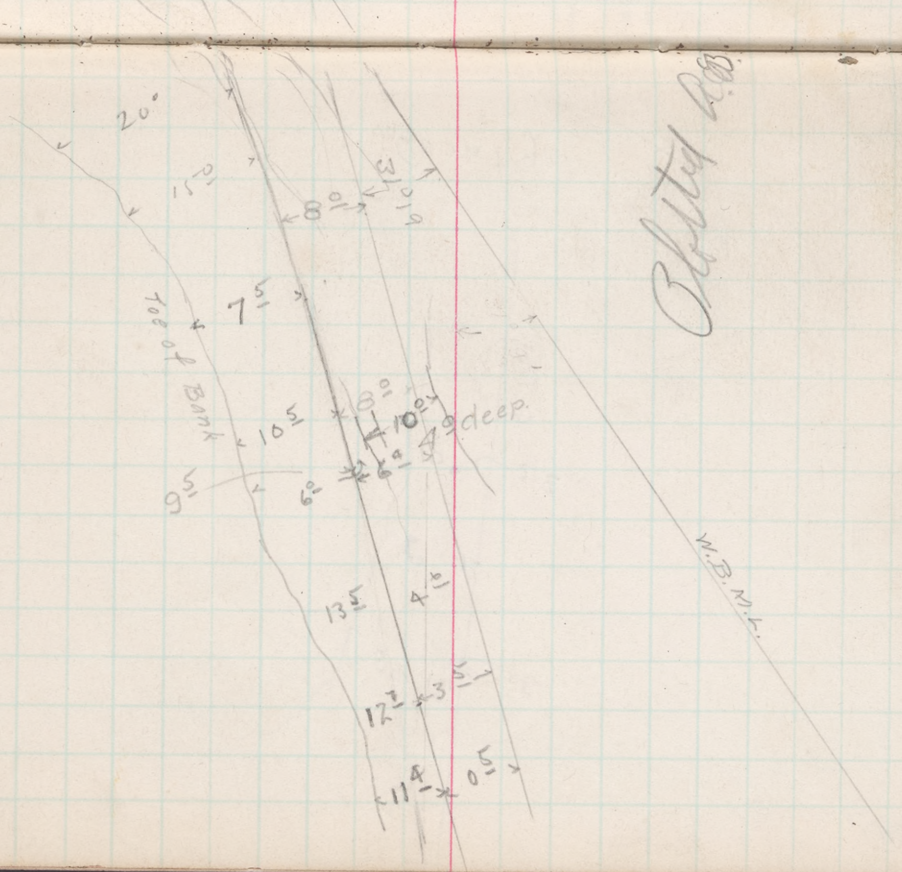
6+00

$+15^{0}$ End Cut.

6+50

7+00

7+50



0+00

1+00

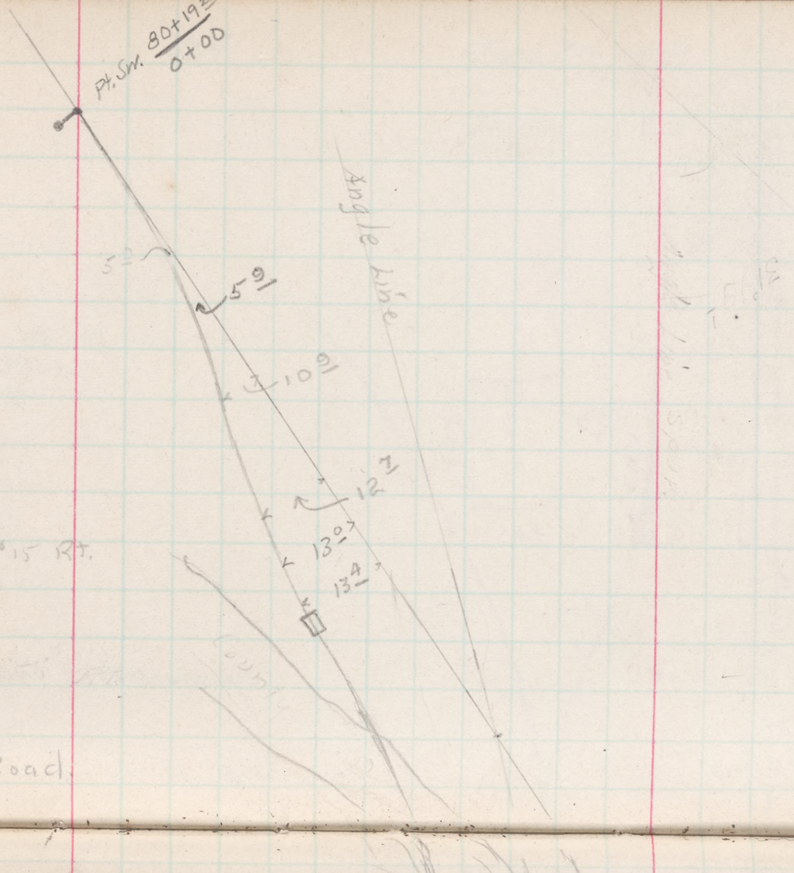
1+50

2+00

2+21 Aprox. B.C. 9°15' Rt.

2+50
2+69.2 Pit. C.G.
2+77.2 Rt. C.G.
3+00

3+79.5 ℄ County Road.



+99 6 W.E. center fence

+55 3 W.E. Plat. Rt.

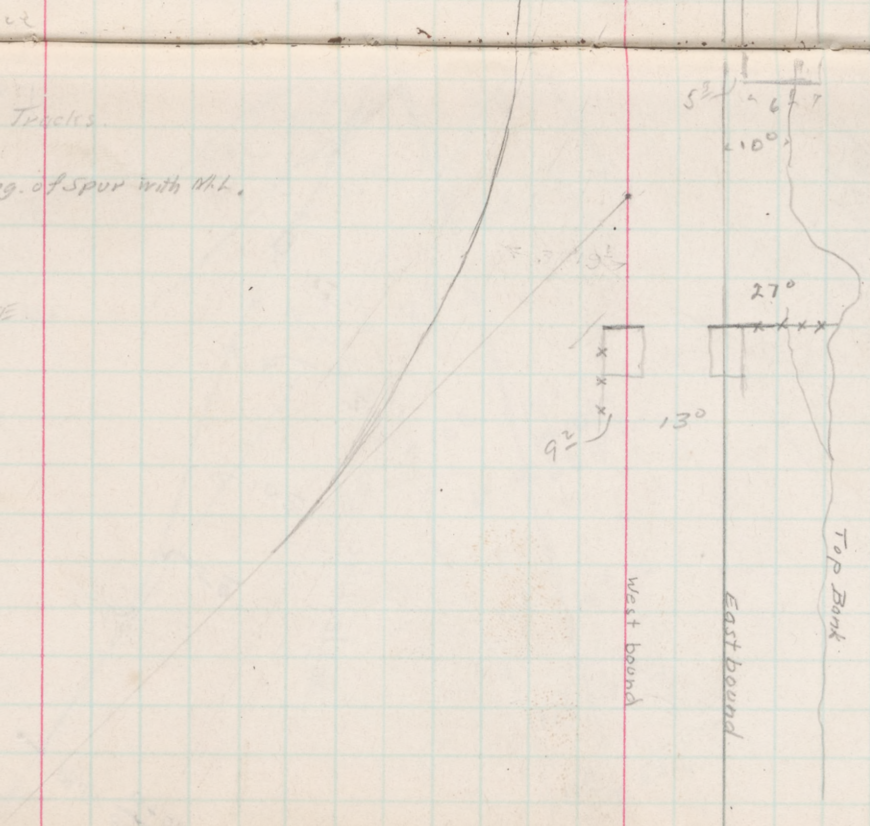
+44 3 Fence Q. Bt. Tracks.

P.I. Tang. of Spur with M.L.

77+00

76+76 5 surface C.G. 7.E

74+23 4 B.C. 3° Lt.

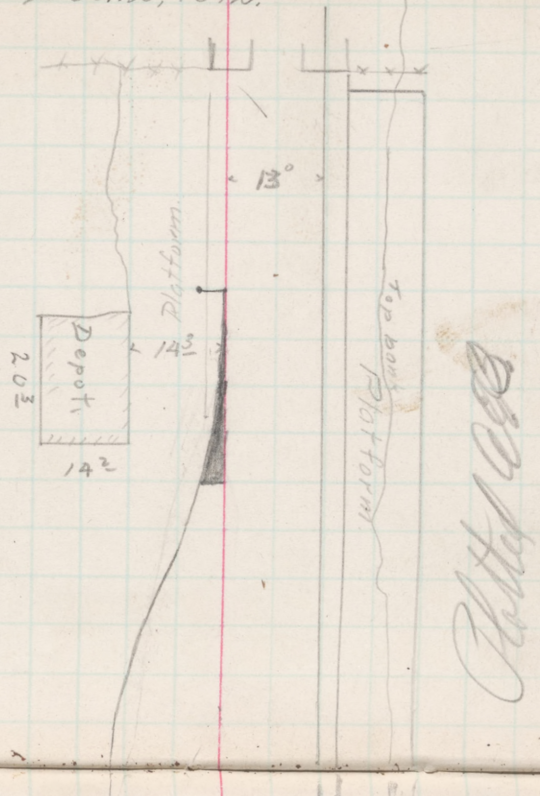


10361

WALDO Dec. 20, 1912.

Surface C.O. 7 F.

80+19 ^{2}		Pt. Sw. Wb. M.L. N.L.
	Note	{= 0+00 Spur. See page 16
+76 ^{3}		W.L. Depot.
79+41 ^{1}		Pt. frog
7		
78+23 ^{4}		E.C. 3° Lt. Δ = 12° St. 200 ^{76}
+99 ^{6}		W.E. center fence
+55 ^{3}		W.E. Plat. Rt.



	$\frac{}{0}$				28	38 / $\frac{}{45}$
13+30	$\frac{0}{0}$	$\frac{0}{28}$	1:1		$\frac{-5^{8}}{40}$	$\frac{-5^{8}}{45}$
13+90	$\frac{0}{0}$	$\frac{-0^{3}}{29}$	~1:1		$\frac{-6^{2}}{39}$	$\frac{-6^{3}}{45}$
14+50	$\frac{0}{0}$	$\frac{0}{31}$	~1:1		$\frac{-4^{0}}{38}$	$\frac{-4^{0}}{45}$
15+10	$\frac{0}{0}$	$\frac{+0^{5}}{36}$	~1:1			$\frac{-3^{7}}{46}$
15+70	$\frac{0}{0}$	$\frac{+0^{6}}{37}$	~1:1			$\frac{-3^{0}}{45}$
16+30	$\frac{0}{0}$	$\frac{0^{0}}{35}$	~1:1		$\frac{-2^{8}}{41}$	
17+50	$\frac{0}{0}$	$\frac{-0^{3}}{32}$	~1:1	$\frac{-4^{0}}{39}$	$\frac{-4^{2}}{45}$	

Ignacio. Dec. 23rd 12

1208+40	$00/0$	$-0.9/6$	$-0.9/11$	$-7^{6}/25$	$-6^{6}/27$		
+80	$00/0$	$-0.9/14$	$1\tfrac{1}{2}/1$	$-6^{2}/24$	$-5^{9}/26$		
1209+40	$00/0$	$-0.2/8$	$2/1$		$-4^{6}/25$		
10+00	$00/0$	$0/10$	$1\tfrac{1}{2}/1$	$-4^{3}/18$	$-5^{0}/25$		
1210+45	$00/0$	$+0^{5}/11$	$1/1$	$-4^{5}/19$	$-4^{5}/25$		
+90	$0/0$	$0/13$		$-2^{9}/18$	$-3^{8}/25$		
11+50	$0/0$	$+0^{2}/18$	1:1		$-3^{0}/25$	$-3^{8}/27$	
12+10	$0/0$	$0/21$	vert.		$0^{0}/21$	$-4^{0}/29$	$-4^{3}/45$
12+70	$0/0$				$+0^{4}/28$	$-4^{5}/38$	$-4^{5}/45$

28 + 20	$\frac{0}{0}$	$\frac{-1^{0}}{26}$	$\frac{-1^{0}}{34}$	$\frac{-0^{3}}{40}$	$\frac{-1^{4}}{45}$	$\frac{-1^{5}}{50}$	$\frac{-0^{2}}{55}$	
31 + 00	$\frac{0}{0}$	$\frac{-0^{4}}{19}$	$\frac{-1^{0}}{36}$	$\frac{0}{43}$	$\frac{0}{51}$	$\frac{+2^{0}}{55}$		
32 + 20	$\frac{0}{0}$	$\frac{0^{0}}{17}$	$\frac{-1^{0}}{30}$	$\frac{0}{32}$	$\frac{0}{44}$	$\frac{-1^{0}}{45}$	$\frac{-1^{2}}{48}$	$\frac{+5^{3}}{55}$
33 + 35	$\frac{0}{0}$	$\frac{0}{26}$	$\frac{-0^{5}}{27}$	$\frac{-0^{5}}{46}$	$\frac{+3^{5}}{55}$			
34 + 55	$\frac{0}{0}$	$\frac{0}{17}$	$\frac{-0^{8}}{18}$	$\frac{-1^{8}}{25}$	$\frac{-1^{0}}{50}$	$\frac{+3^{0}}{55}$		
+ 85	$\frac{0}{0}$	$\frac{0}{18}$	$\frac{-0^{5}}{21}$	$\frac{+2^{5}}{27}$	$\frac{+2^{5}}{40}$			
36 + 95	$\frac{0}{0}$	$\frac{0}{18}$	$\frac{-1^{0}}{19}$	$\frac{+2^{0}}{25}$	$\frac{+1^{8}}{40}$			

Ignacio.

Dec. 23rd 12 (21)

1218+40	$\frac{0}{0}$	Culvert (2 Bulkheads – 4 piles each) ~ 4 ft. long				
19+30	$\frac{0}{0}$	$\frac{0^{0}}{30}$	1:1	$\frac{-4^{0}}{38}$	$\frac{-4^{0}}{45}$	
	$\frac{0}{0}$	$\frac{0^{0}}{24}$	1:1	$\frac{-3^{3}}{31}$	$\frac{-3^{2}}{45}$	
21+70	$\frac{0}{0}$	$\frac{0^{0}}{23}$ ~	1½:1	$\frac{-2^{3}}{28}$	$\frac{-2^{4}}{45}$	
23+80	$\frac{0}{0}$	$\frac{0^{0}}{23}$	1½:1	$\frac{-1^{3}}{28}$	$\frac{-1^{5}}{45}$	W.L. Tr. 23-B.
24+40	$\frac{0}{0}$	$\frac{-0^{3}}{22}$		$\frac{-1^{3}}{28}$	$\frac{-1^{5}}{55}$	✓
25+60	$\frac{0}{0}$	$\frac{-0^{3}}{22}$			$\frac{-1^{5}}{55}$	

8 18 23 28 40

Ignacio

Dec. 23rd 12

38+75	$\frac{0}{0}$	$\frac{0}{18}$	$\frac{-1^{0}}{21}$	$\frac{+2^{7}}{25}$	$\frac{+1^{3}}{40}$	
40+55	$\frac{0}{0}$	$\frac{0}{19}$	$\frac{-0^{7}}{23}$	$\frac{+1^{0}}{26}$	$\frac{0^{0}}{40}$	
42+05	$\frac{0}{0}$	$\frac{0}{21}$	$\frac{-1^{0}}{24}$	$\frac{-0^{3}}{26}$	$\frac{-1^{5}}{40}$	
43+25	$\frac{0}{0}$	$\frac{0}{18}$	$\frac{-0^{6}}{20}$	$\frac{-2^{1}}{40}$		
44+45	$\frac{0}{0}$	$\frac{0}{18}$	$\frac{-0^{9}}{22}$	$\frac{-4^{0}}{30}$	$\frac{-4^{0}}{40}$	
45+35	$\frac{0}{0}$	$\frac{0}{18}$	$\frac{-0^{7}}{22}$	$\frac{-2^{8}}{30}$	$\frac{-3^{0}}{40}$	
46+85	$\frac{0}{0}$	$\frac{0}{18}$	$\frac{-0^{6}}{23}$	$\frac{2^{6}}{28}$	$\frac{-3^{0}}{40}$	
47+55	$\frac{0}{0}$	$\frac{0}{18}$	$\frac{-0^{6}}{23}$	$\frac{-2^{6}}{28}$	$\frac{-3^{0}}{40}$	W.L.C.G. 23-D

							Notes
2+50	$\frac{00}{00}$	$\frac{00}{22}$	$\frac{+3^{7}}{28}$	$\frac{+3^{9}}{41}$	$\frac{+8^{2}}{48}$		
3+00	$\frac{00}{00}$	$\frac{00}{25}$	$\frac{+3^{0}}{31}$	$\frac{+3^{3}}{44}$	$\frac{+8^{2}}{50}$		
3+50	$\frac{00}{00}$	$\frac{00}{29}$	$\frac{+3^{0}}{36}$	$\frac{+3^{1}}{46}$	$\frac{+8^{2}}{54}$		
4+00	$\frac{00}{00}$	$\frac{00}{34}$	$\frac{+2^{7}}{40}$	$\frac{+2^{9}}{51}$	$\frac{+8^{2}}{59}$		Floor of C.C.A. 8^{2} above base rail Main Line.
4+50	$\frac{00}{00}$	$\frac{+0^{5}}{37}$	$\frac{+2^{3}}{47}$	$\frac{+2^{9}}{53}$	$\frac{+5^{3}}{65}$		
5+00	$\frac{00}{00}$	$\frac{+0^{3}}{46}$	$\frac{+1^{3}}{49}$	$\frac{+2^{2}}{60}$	$\frac{+4^{3}}{71}$		
5+50	$\frac{00}{00}$	$\frac{00}{47}$	$\frac{+1^{3}}{55}$	$\frac{+1^{3}}{64}$	$\frac{+3^{8}}{73}$		
6+00	$\frac{00}{00}$	$\frac{00}{26}$	$\frac{+2^{0}}{26^{5}}$	$\frac{+0^{6}}{39}$	$\frac{00}{67}$	$\frac{3^{0}}{70}$	
5+00							

Healdsburg Cross Sections 12/28/12 (23)

West End Sheriff Bros. — Calif. Fruit Canners.

Station	℄						
Platform = 0+00	$\frac{00}{00}$	$\frac{00}{18^0}$	$\frac{+1^5}{23}$	$\frac{+4^0}{26}$	$\frac{+4^2}{28}$		
0+50	$\frac{00}{00}$	$\frac{00}{10}$	$\frac{+0^7}{22}$	$\frac{+1^3}{24}$	$\frac{+5^0}{28}$	$\frac{+5^2}{30}$	
1+00	$\frac{00}{00}$	$\frac{00}{10^0}$	$\frac{+1^5}{15^0}$	$\frac{+2^0}{24}$	$\frac{4^9}{29}$	$\frac{5^0}{31}$	
1+50	$\frac{00}{00}$	$\frac{00}{11}$	$\frac{+2^4}{17}$	$\frac{+2^4}{27}$	$\frac{5^3}{33}$		
2+00	$\frac{00}{00}$	$\frac{00}{16}$	$\frac{+3^0}{22}$	$\frac{+3^2}{32}$	$\frac{+5^3}{42}$		

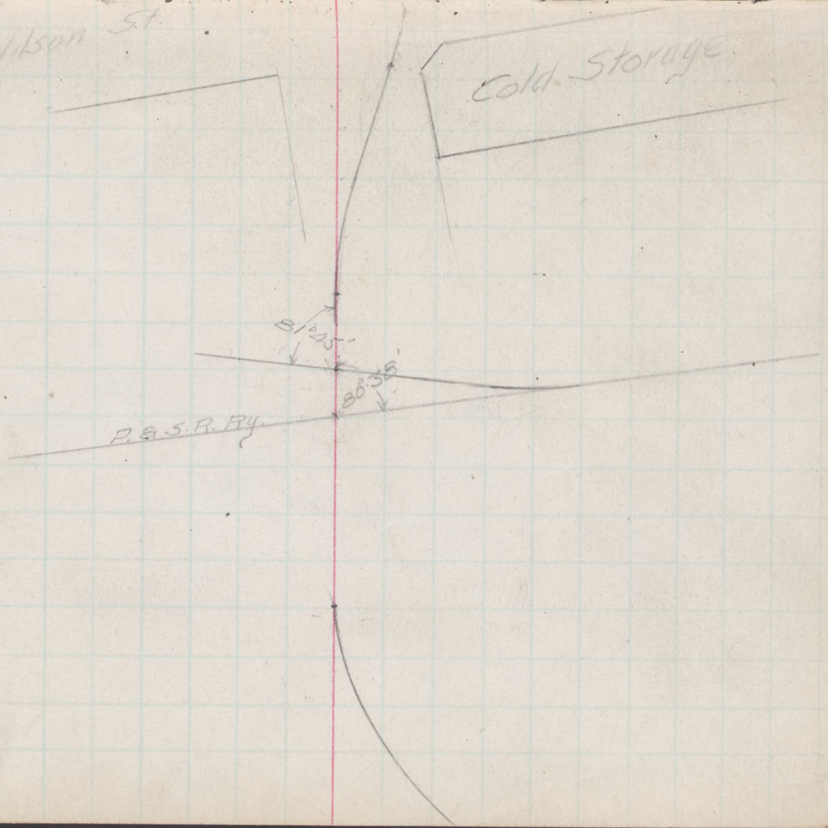
Floor of winery 6^6 above base rail Main Line.

Plotted A.E.B.

7+75	B.C. 19° Lt.
6+92 ^{44} B.C. 22°	
(6+69 ^{33} E.C.	Δ = 8° 22')
6+46 ^{42}	E.C. 12° Rt.
	Δ 6°
	St.
+96 ^{42}	B.C. 12° Rt.
+57 ^{7}	℄ P. & S.R. Spur.
+20 ^{8}	℄ P. & S.R.E. Ry Main Line.
5+00	Street Line R.R. Ave.

4+33 ^{4} E.C. 19° Rt.

0+88 ^{0} B.C. 19° Rt.
0+00 =
2742+79 ^{2} Main Line.

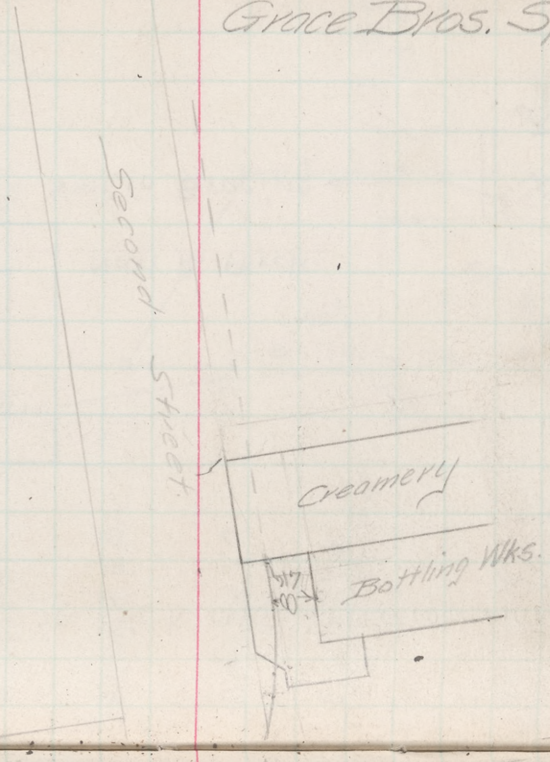


SANTA ROSA. Dec. 27, 12

Grace Bros. Spur.

(24)

55 ft E.C. [illegible]

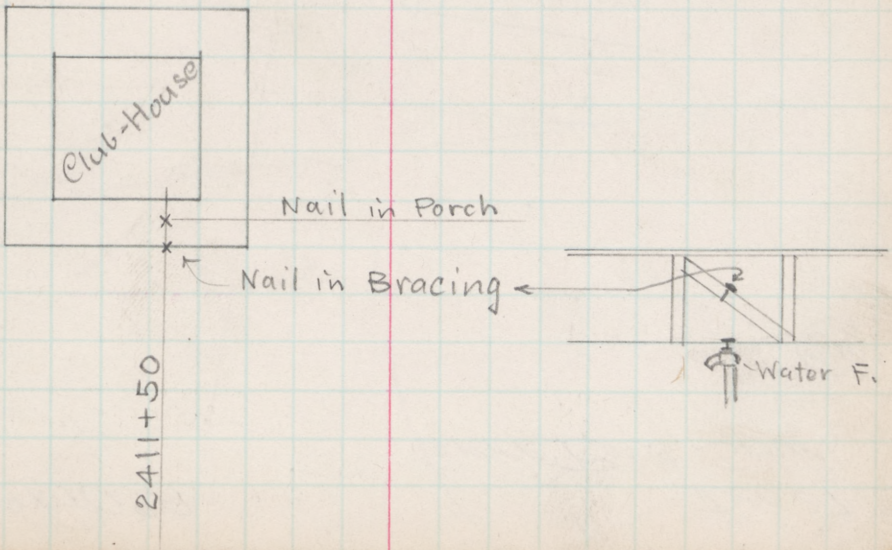


8+04 ^{61} E.C. 19° Lt.

$\Delta = 17°$

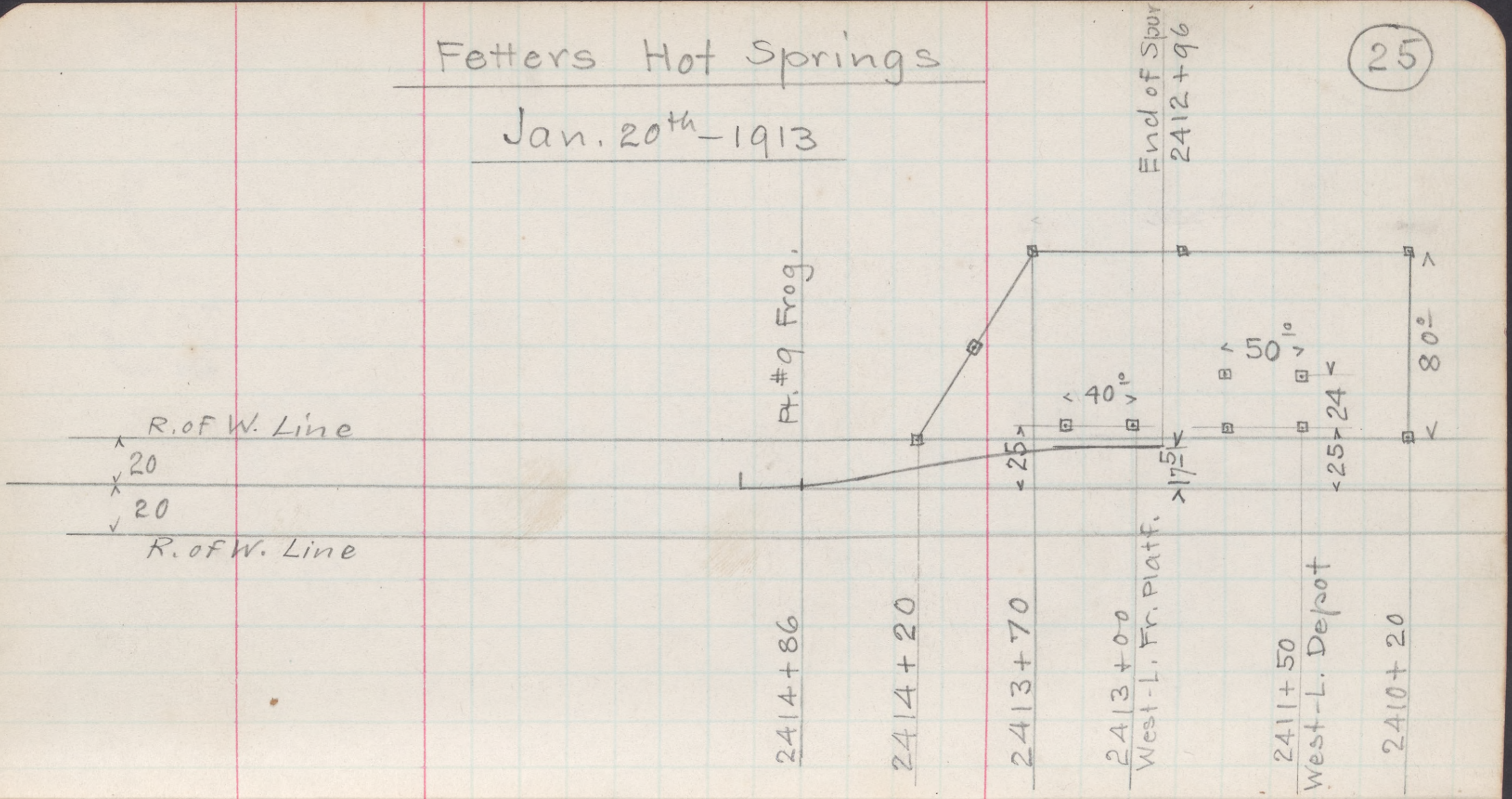
St. = 45^{21}

Reference Point to pick up Stationing.



Fetters Hot Springs

Jan. 20th – 1913



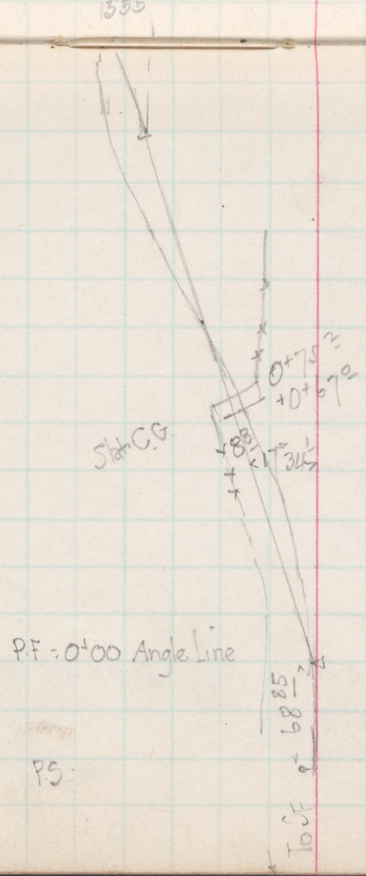
536+75	← 28^{1} → △
636+25	← 28^{3} → △
534+15	← 28^{1} → △
532+05	← 28^{4} → △
531+85	← 25^{2} → △
524+47^{9}	← 29^{2} → △
523+50	← 27^{8} → △
521+00	← 27^{8} → △

566+06 3	SAN ANSELMO	← 26 3 →	(26)
563+96 7	WEST END	← 27 9 →	
561+96 7	Fence Line.	← 27 7 →	
559+96 7	Jan. 15, 1913.	← 28 05 →	
559+00		← 27 95 →	
557+00		← 28.0 →	
554+37 1		← 28 5 →	
552+27 0		← 28 35 →	
550+17 0		← 28 05 →	
549+68 9		← 28 3 →	
549+19 1		← 28 1 →	
547+09 0		← 28 05 →	
544+99 0		← 28 05 →	
542+89 0		← 28 55 →	
539+00		← 29 9 →	
538+00		← 28 9 →	

- Locust Ave -
- Mill Valley Branch -
Survey of Track - Doherty Lb. G

W.A. + Loughran
MC McNall

2+28.6	4.3 Left
2+00.	2.0 Left.
1+79.0	Intersects ¢ Track.
1+50.	2.4 Right
1+00.	5.3 Right
0+50	4.2 Right.

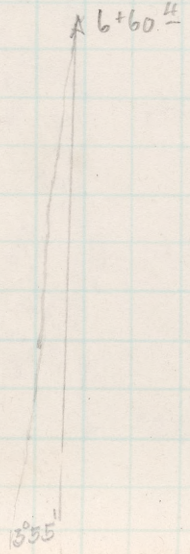


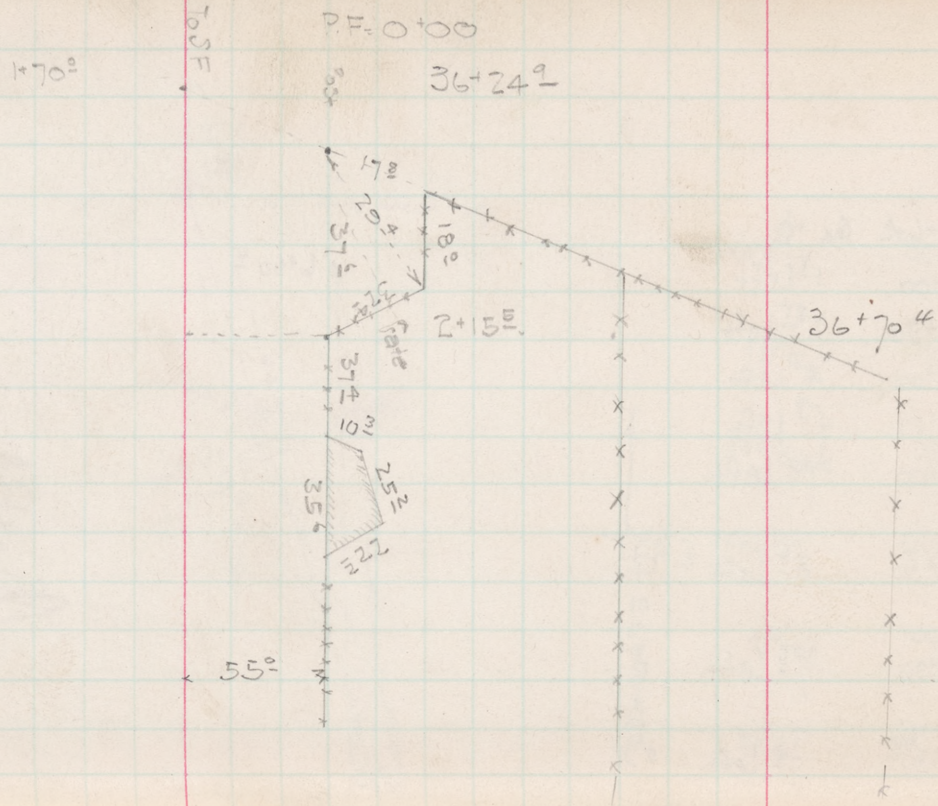
5.3 9.1

6+60.4
68.9
7+29.0

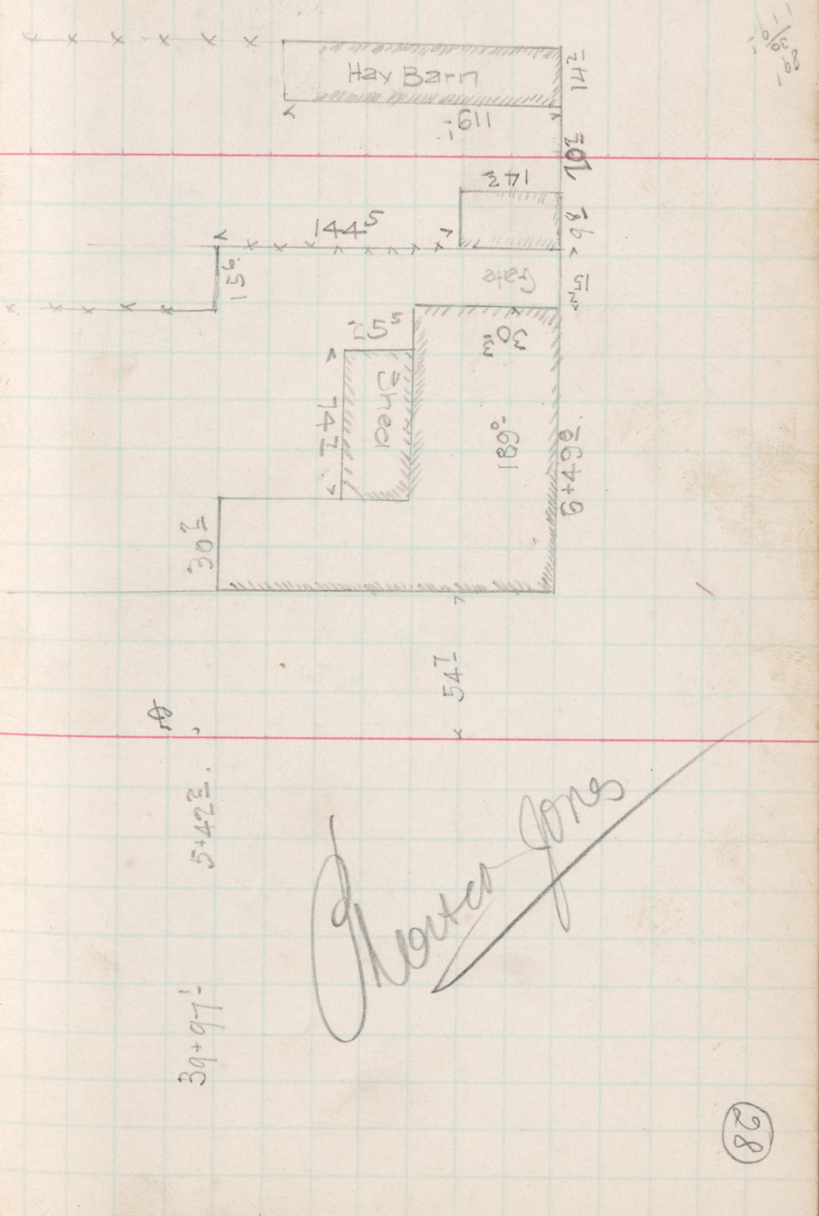
6+60.4	End +C
6+00	1.1 Left
5+50	2.85 Left
5+00	4.0 Left
4+50	5.7 Left
4+00	7.0 Left
3+50	8.6 Left
3+00	9.8 Left
2+50	7.2 Left

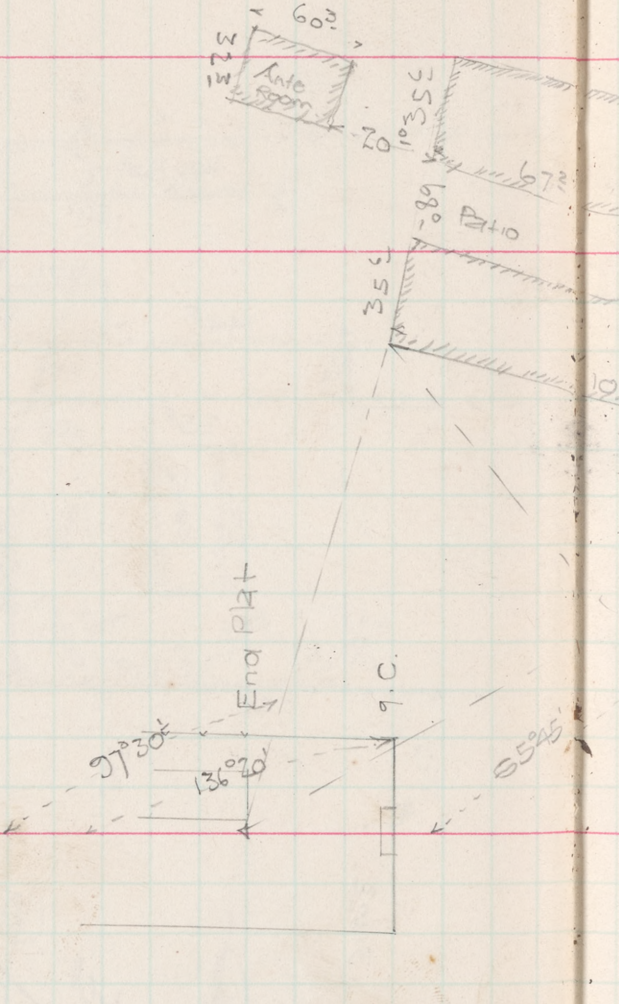
Spur 729.0 ft. →



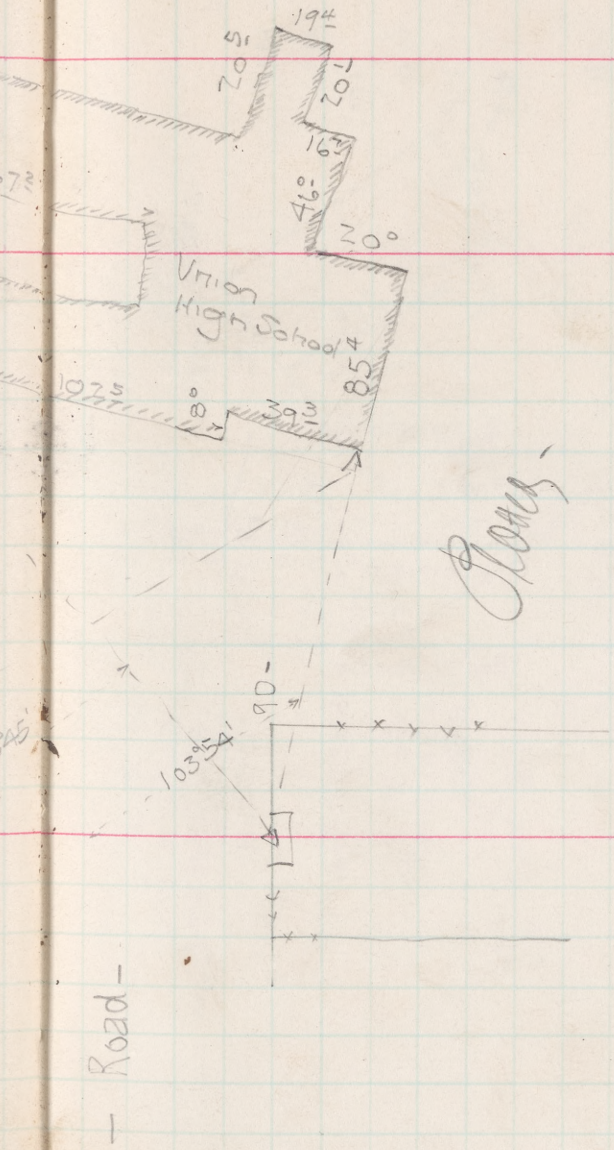

P.F.=0+00
36+24.9
1+70.0
To S.F.
17.8
29.4
18.0
37.6
32.2
Gate
2+15.5
36+70.4
37.4
10.3
25.2
35.6
22.2
55.0

Doherty Lbr Co




Ante room
Patio
End Plat
9.C.
97°30'
136°20'
55°45'

Union High Schoo



$+57^{50}$ Blkhd

$+52^{90}$ Fence

$+51^{85}$ Face Tres Bk. 83 A

$+15^{4}$

$+60^{9}$ Fence

Pile Frame Trestle

3 Bent

$+19^{25}$ Face of Blkhd

$+16^{7}$ Fence

$+13^{1}$ Blkhd.

4391

4390

$+55^{7}$

4389

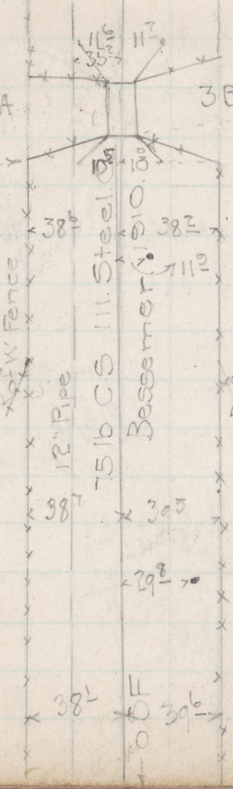
$+71^{0}$ Farm Xing

$+59^{0}$

4386

4383.

Eng-Stake 4380+00



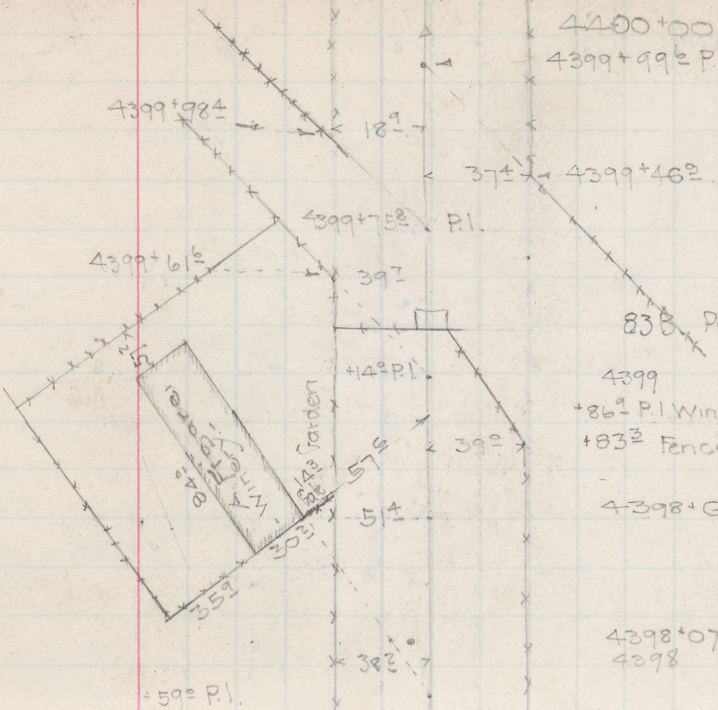
Yard Limit Sign

15^{0} Gates.

Mile Post $83+23^{0}$

Pt Beginning of Plan.

4400+00
4399+99.6 P.I. Fence



83 B. P.I. C.G. +41.4
+33.4

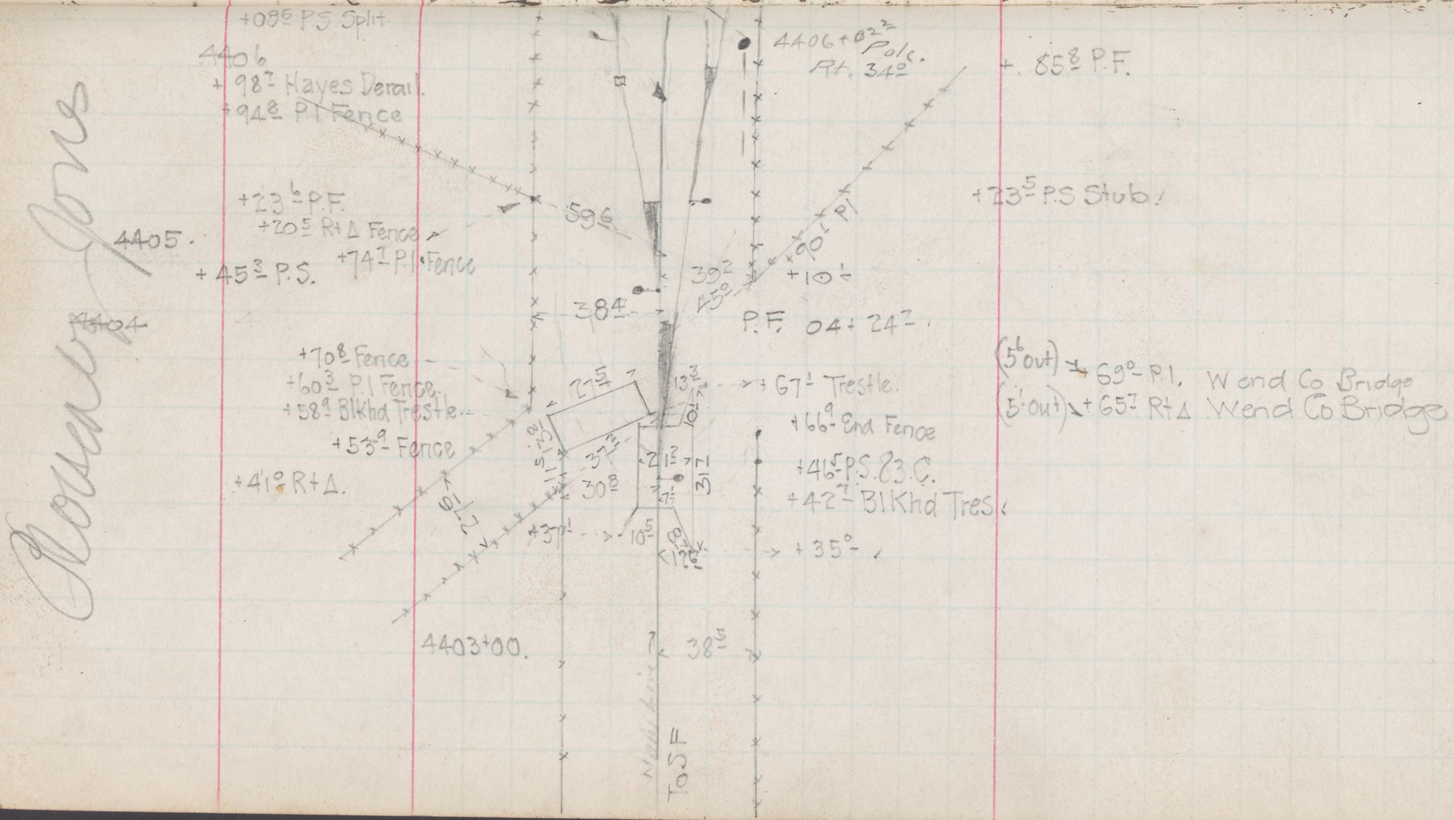
4399
+86.9 P.I. Winery
+83.3 Fence

4398+62.8 R+Δ.

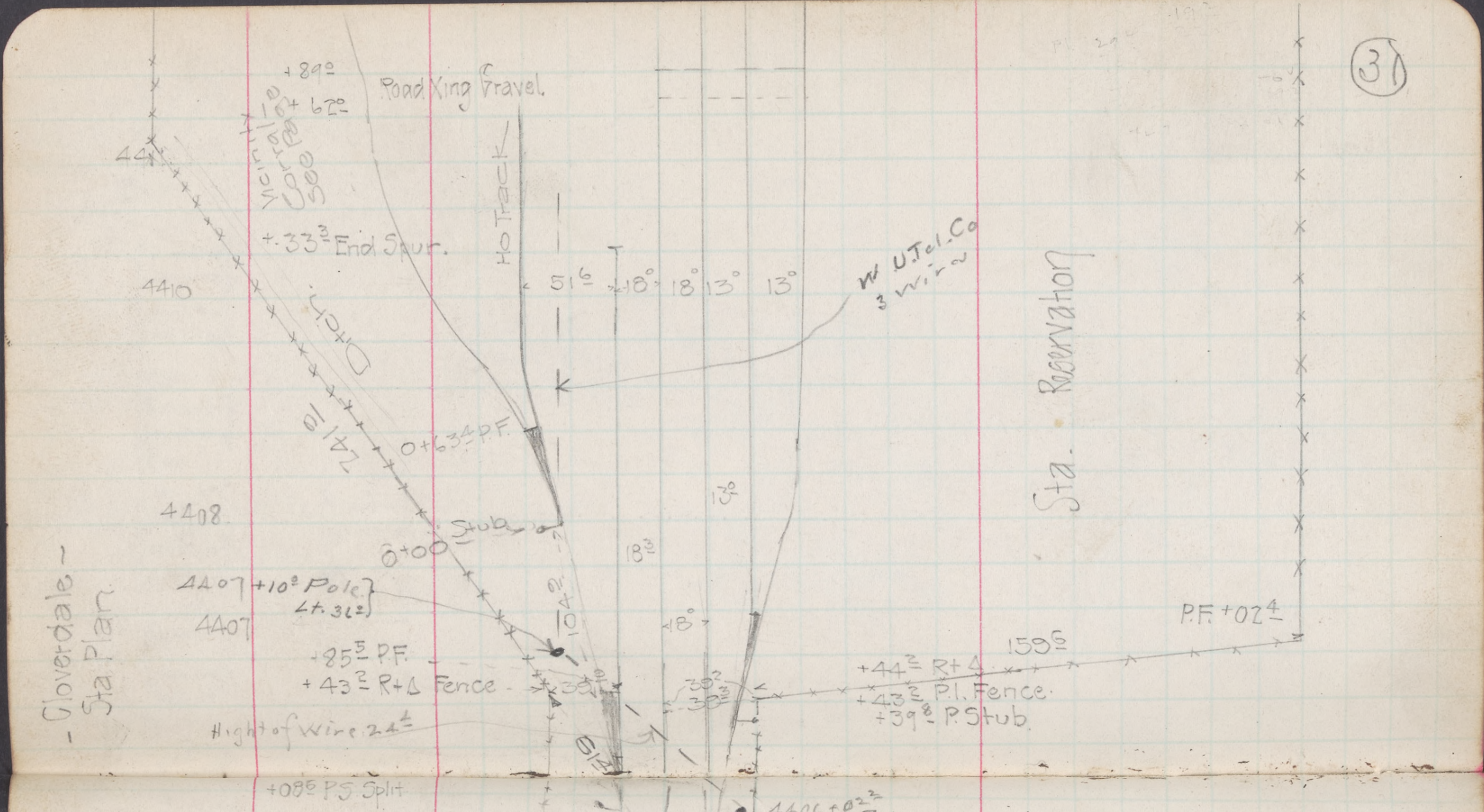
4398+07.4 = 4398+00 C.C.T. 1/2.
4398

4397

Cloverdale - Ga plan.



Road Cross
+08⁵ P.S. Split
4406
+98⁷ Hayes Derail.
+94⁸ P.I. Fence
4406+02² Pole
Rt. 34°
+.85⁸ P.F.
+23⁶ P.F.
+20⁵ Rt Δ Fence
4405.
+45³ P.S.
+74¹ P.I. Fence
59⁶
39²
+10¹
45°
+90¹ PI
+23⁵ P.S Stub.
38⁴
4404
P.F. 04+24⁷.
+70⁸ Fence
+60³ P.I Fence.
+58⁹ Blkhd Trestle.
+53⁹ Fence
+41⁰ Rt Δ.
27⁵
13³
+67¹ Trestle.
+66⁹ End Fence
(5⁶ out) +69⁰ P.I. Wend Co Bridge
(5' out) +65⁷ Rt Δ Wend Co Bridge
37²
21²
31⁷
30⁸
+46⁵ P.S. 83 C.
+42⁷ Blkhd Tres.
43⁷
10⁵
12⁶
+35⁰
4403+00.
38⁵
To S F


- Cloverdale -
Sta Plan
Road Xing Gravel.
+89⁰
+62⁰
+33³ End Spur.
Ho Track
4410
Ditch
0+63⁴ P.F.
4408.
Stub
0+00
4407 +10² Pole
Lt. 31²
4407
+85⁵ P.F.
+43² R+Δ Fence
Hight of Wire 24±
51⁶
18⁰
18
13⁰
13⁰
W. U. Tel. Co
3 wire
Sta. Reservation
13⁰
18³
18⁰
39²
39³
+44² R+Δ
159⁶
+43² P.I. Fence
+39⁸ P. Stub
P.F. +02⁴
+08⁵ P.S. Split

35^6 Spout.

+08^3 Pole.

4415.

4414 +97^0 Pole Wire Xing

+54^0 E. End. Depot

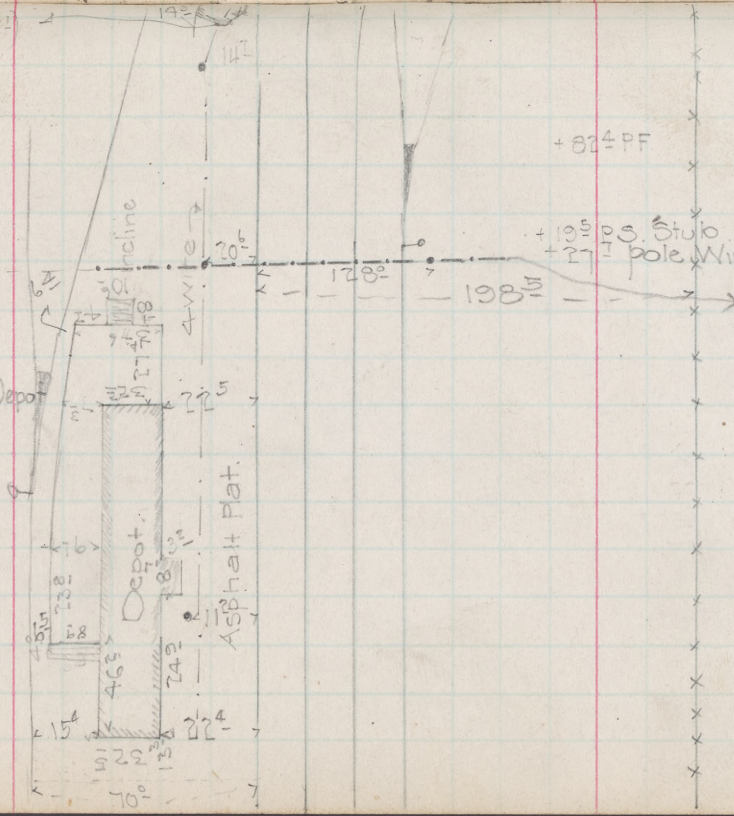
Cloverdale

4413.

+27^5 Semaphore

+01^8 W.E. Depot

4412



Hight of Wire 30^3

Cloverdale Light & P. Co
2 Wires

1983

83
39 8
12 9

(32)

4419.

+95^{2} Pl. Winery
+83^{7} P.S.
+76^{2} R Δ Winery

+51^{6} P.I Winery
+01^{2} P.F.

4418.

+57^{6} (1^{0} x 1^{5} Box. 83 D. 61^{0} Long)
+74^{1} P.F.

+10^{9} P. Stub

4417

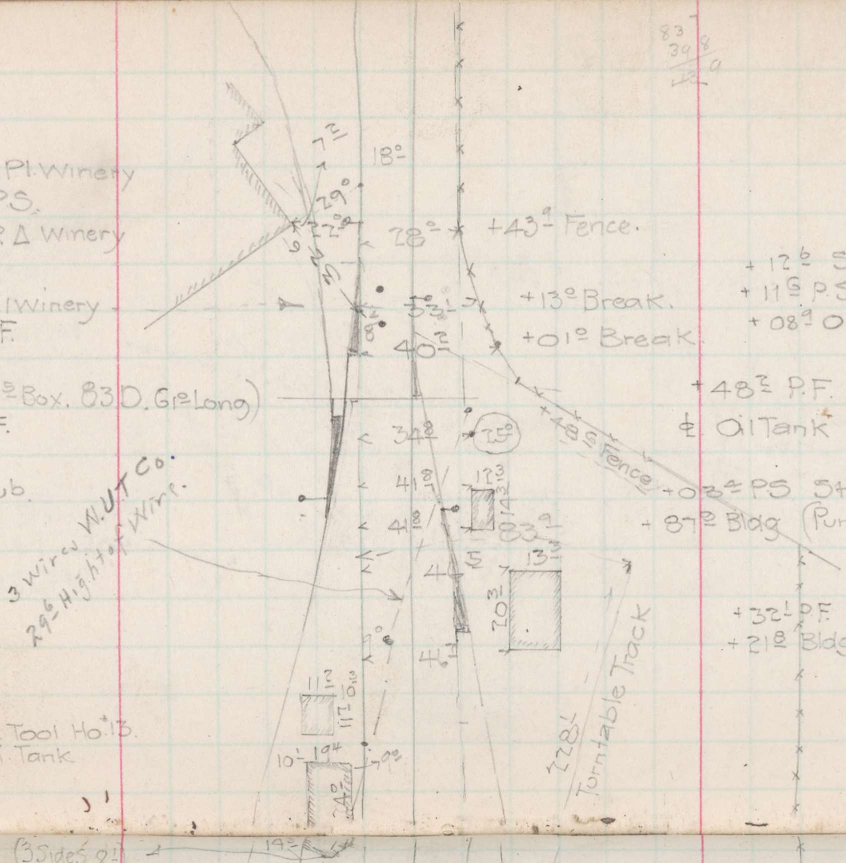
+23^{6} Pole

4416.

+ 83^{5} Tel Xing
+79^{1} East End. Tool Ho. +13.
+55^{7} East End Tank

+ 35^{6} Spout.

Cloverdale —



+ 12^{6} Stand pipe
+ 11^{6} P. Stub.
+ 08^{9} Oil pipe.

+48^{2} P.F.
℄ Oil Tank +33^{7}

+03^{4} P.S. Stub
+ 87^{2} Bldg (Pump Ho)

Note No turntable

Store Ho

+32^{1} P.F.
+ 21^{8} Bldg.

+27 9 P.I. Bldg
+ 19 6 Rt Δ ✓

4422

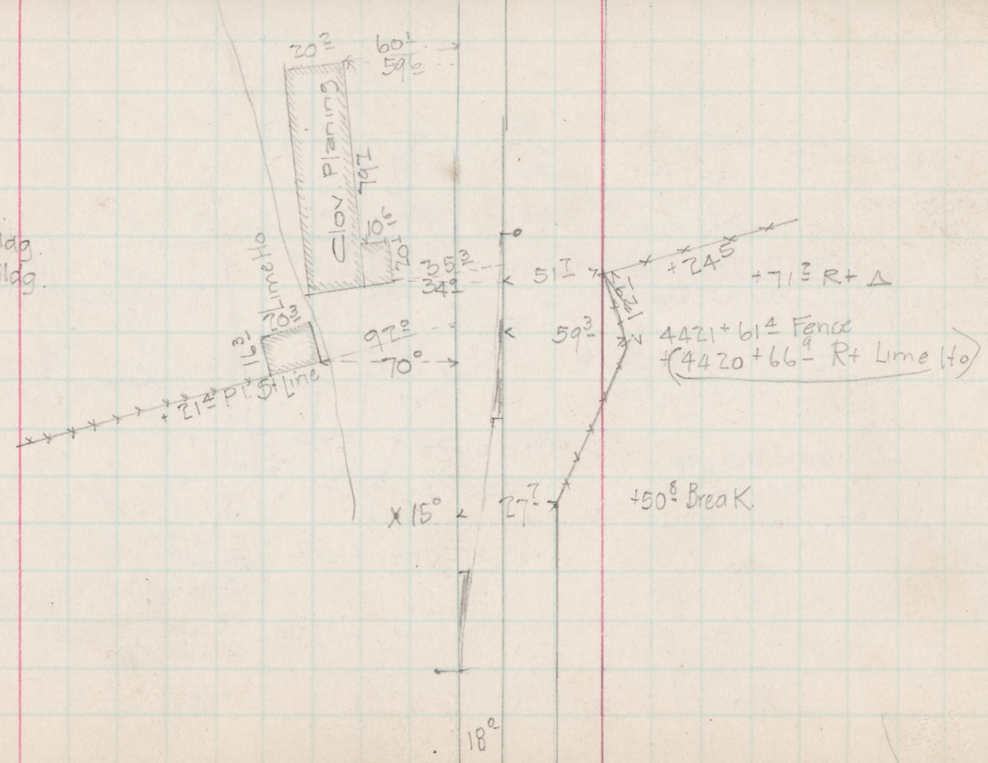
+66 2 P.S. Stub
+27 1 P.I. Bldg.
+23 3 Rt Δ. Bldg.

4421 +02 5 P.F.
+83 4
+61 2 Road Xing
+41 6 Xing Sign
+26 3 P.F.

4420

+43 7 P.S.

4419



4425

+91.5 P.F.
+77.7 P.I. Fence Lt
+74.4 Xing Sign
+57.7 Fence. Lt

+54.0 Road Xing
+34.0

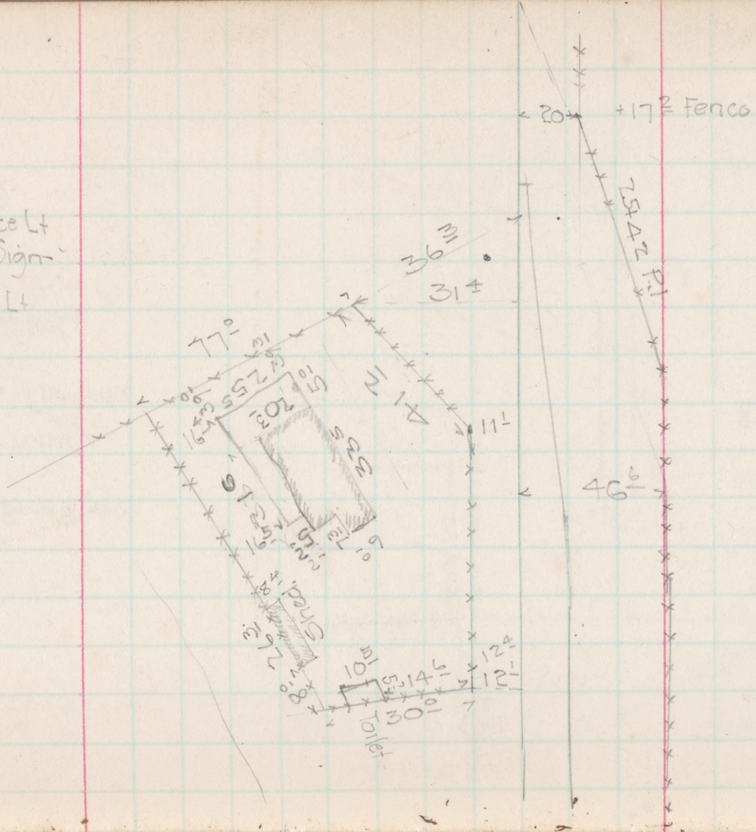
+22.0 Fence Lt.

4424

+35.6 P.I.
+29.5 Rt Δ

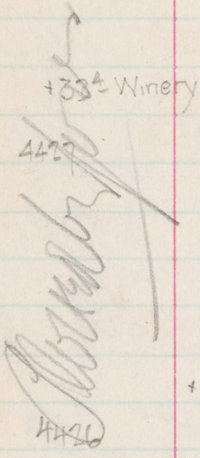
4423.

-Cloverdale- (OK)



+33[4] Winery

4427



+84[6] Face Blkhd.

+70[0] Winery.

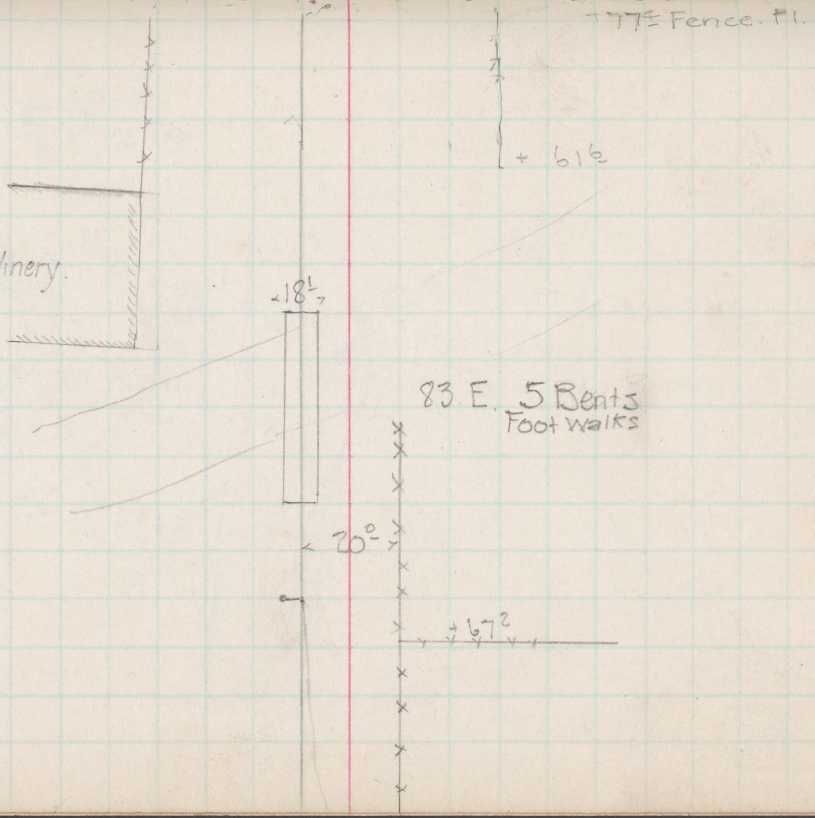
+56[0] End Fence

+07[0] Face Blkhd.

4426

+74[0] PS.

4425



(OK)

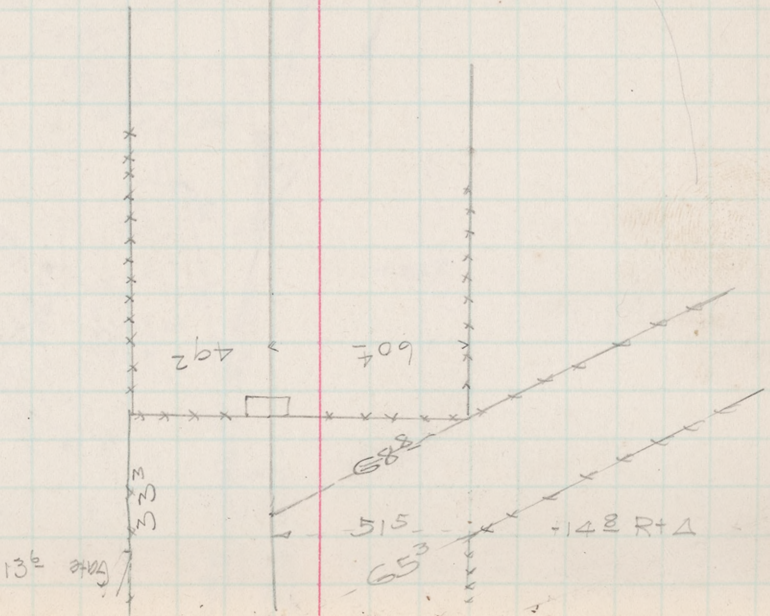
4431+55.4 = 4431+55.1 BC. T. 2½
Ry Sta.

4429.

+79.6 C.G Rt 83 F.
+71.6

+29.1 P.I. Fence Rt
+21. Road Xing
4428+00 Road Xing

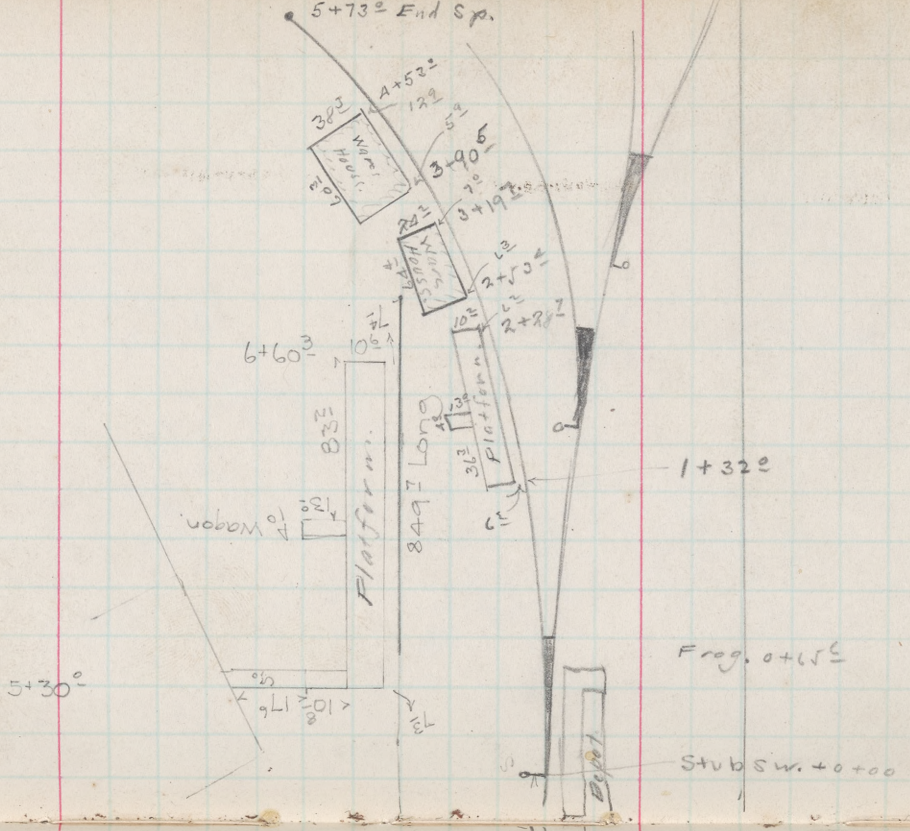
Cloverdale



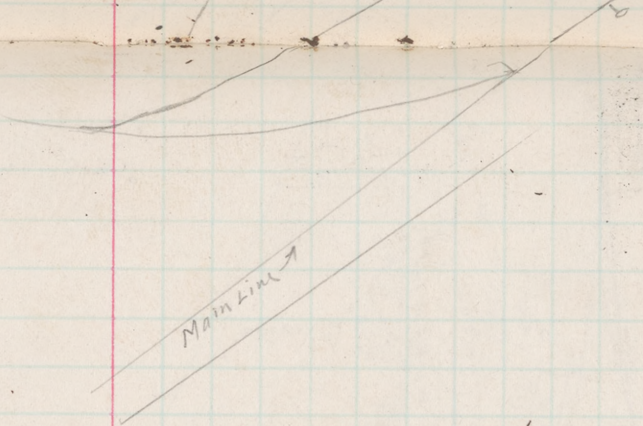
+77.5 Fence. P.I.

Hornby Jones

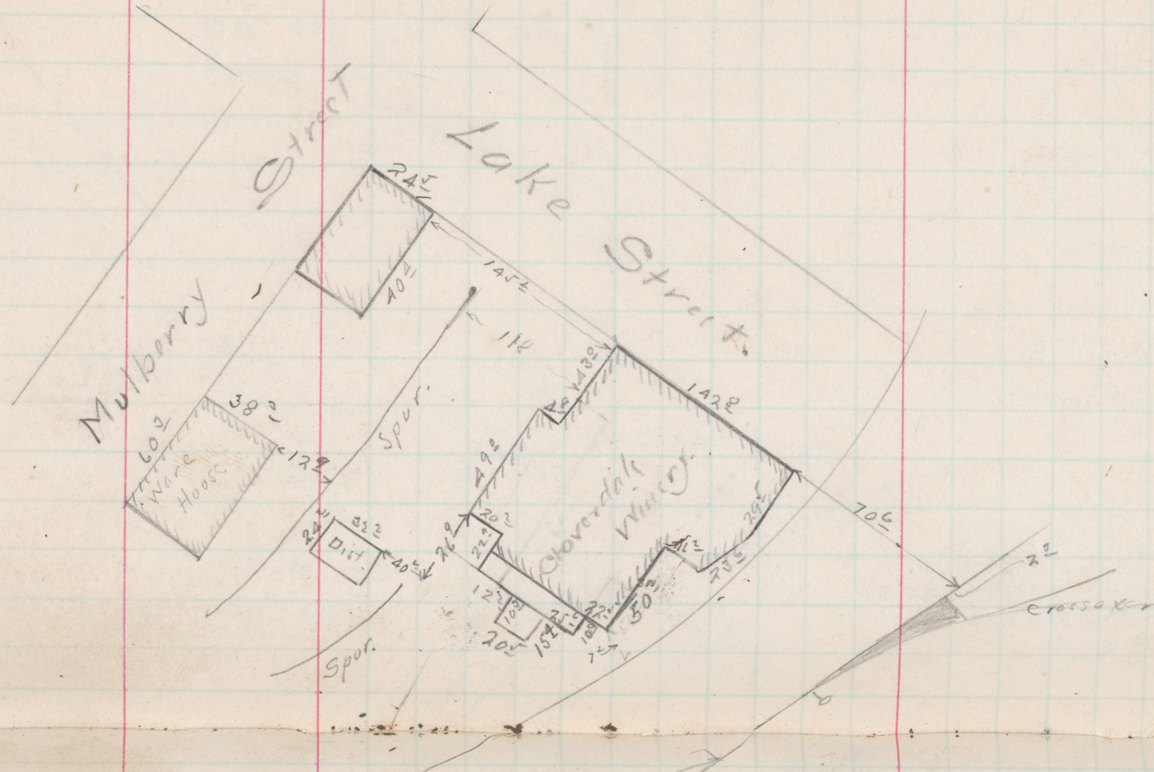
Cloverdale



5+73⁰ End Sp.
4+52
12
38
Wool House
Lot
5
3+90
24
3+19
Wool House
64
2+53
10
2+28
6+60
10
74
Platform.
83
849 Long
13
Platform.
36
1+32⁰
10 Wagon.
13
6
Frog. 0+65
5+30⁰
5
10
17
13
Depot
Stub sw. +0+00


Main Line

Cloverdale.


Mulberry Street
Lake Street.
Ware House
Dist.
Cloverdale Winery
Spur.
Spur.

4640+10.8 E.C.T. 2 3/4.

Tangent.

4640+73.3 B.C.T. 2 1/2.

4642+67.1 C.C. 5°00 Lt.

4643+57.1 E.C.T. 2 1/2.

Tangent.

4647+37.8 B.C.T. 2.

Curve to Right

4749.

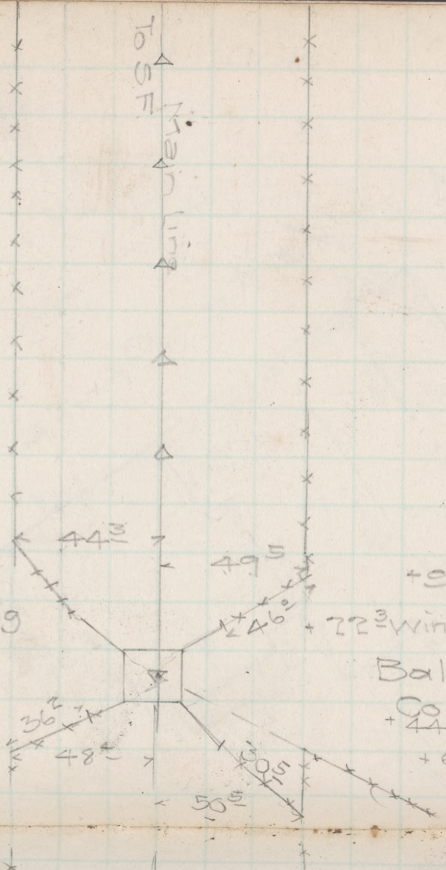
Beg Chaining

.01° off.

4747+36.6 = my Sta Stake had been removed

+05.6

+14.6 Wing



+91.8

+72.3 Wing.

4749

+32.4 Face of Blkhd.

+38.6 Road Passes under P.L. All Fences.

+88.3 Fence.

Ballast Deck. Trestle.

Con Abutments.

+44.8 Face Blkhd

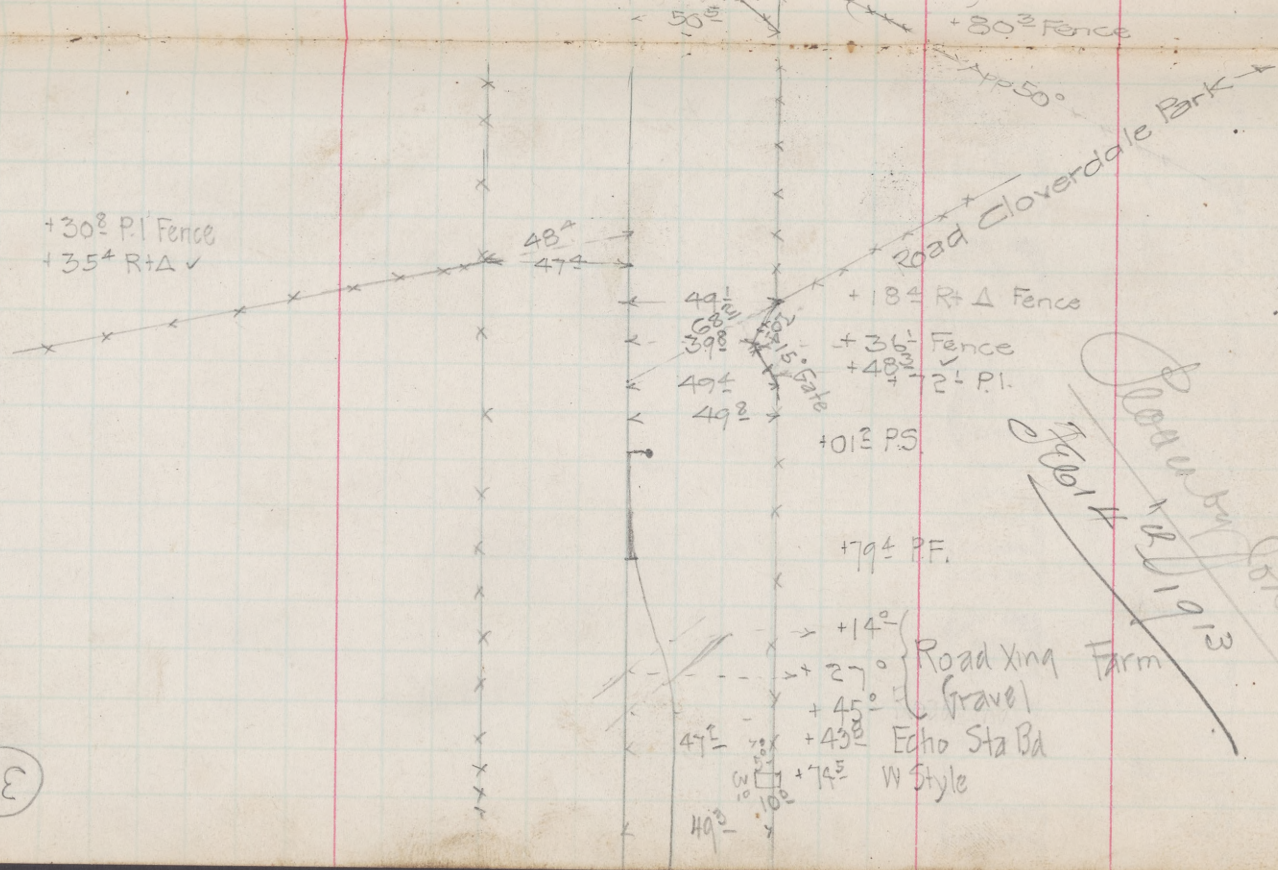
+65.2 Fence

+80.3 Fence

4655

4656.

4657



E.C.O. - Sta Plan -

Read by Jones

Feb 14 1913

(37)

4758 O S T +96.5 Hayes Derail –

4759

+23.7 Sign { Frt.

4760 48.9 49.4

4761

14.0

+17.0
+23.0
+28.0 Gate
Gate 16.0 +39.0 Farm Xing

4764 13.7

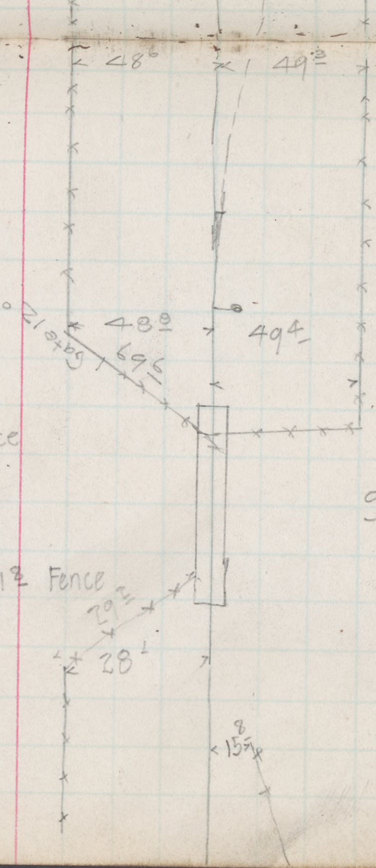
+08.0
+20.0 Farm Xing

4766

+67.5 ℄ Redwood Box 23.2 53.3
3.0 X 3.0 Box

4770 48.6 49.0

4770



+83.1 PF

4771

4772

+61.3 P.S.

+31.0 Fence

+57.6 Blkhd. 88D.

+73.7 Fence

+68.7

+81.1 P.I Fence

4773

9 Bent Frame Tres.

+91.2 Fence

+95.2 Face Blkhd.

4774
464.3
31.

+07.5 Fence

+83.2

-Echo-
Cont'd.

[illegible]
Feb. 14 1913

4500.

4501

+93$^{\pm}$ PS.

4502

+71^{3} PF

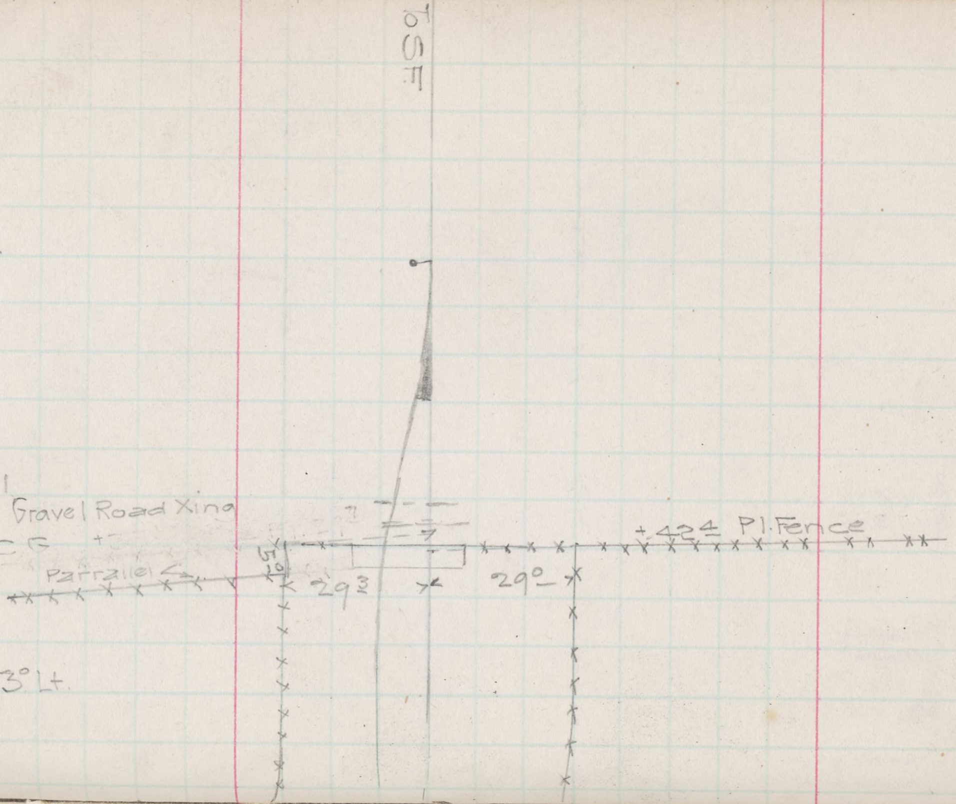
4503

(1) +18^{5} B.C. T1

+20^{5} Gravel Road Xing

+30^{5}

+39$^{\pm}$ CF



G.G. Pit +85 A

+47$^{\pm}$ GG

4504

(OK) +68^{5} CC 3° Lt.

4506

4506

$+46^{3}$ Spring

4507 $+64^{3}$ Pl Fence.

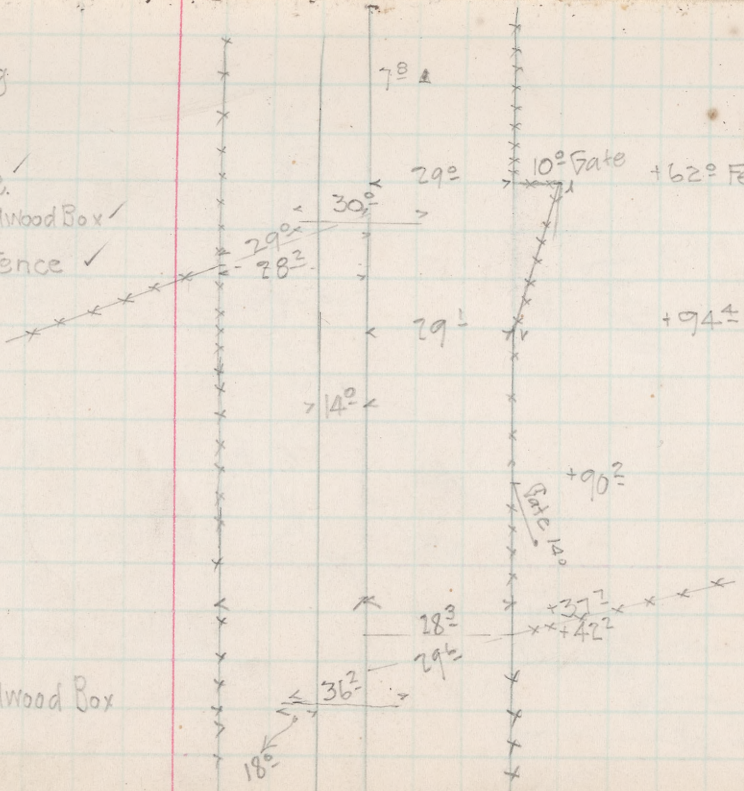
$+68^{8}$ ¢ 1^{0}x1 Redwood Box

$+71^{2}$ Rt Δ Fence

4509.

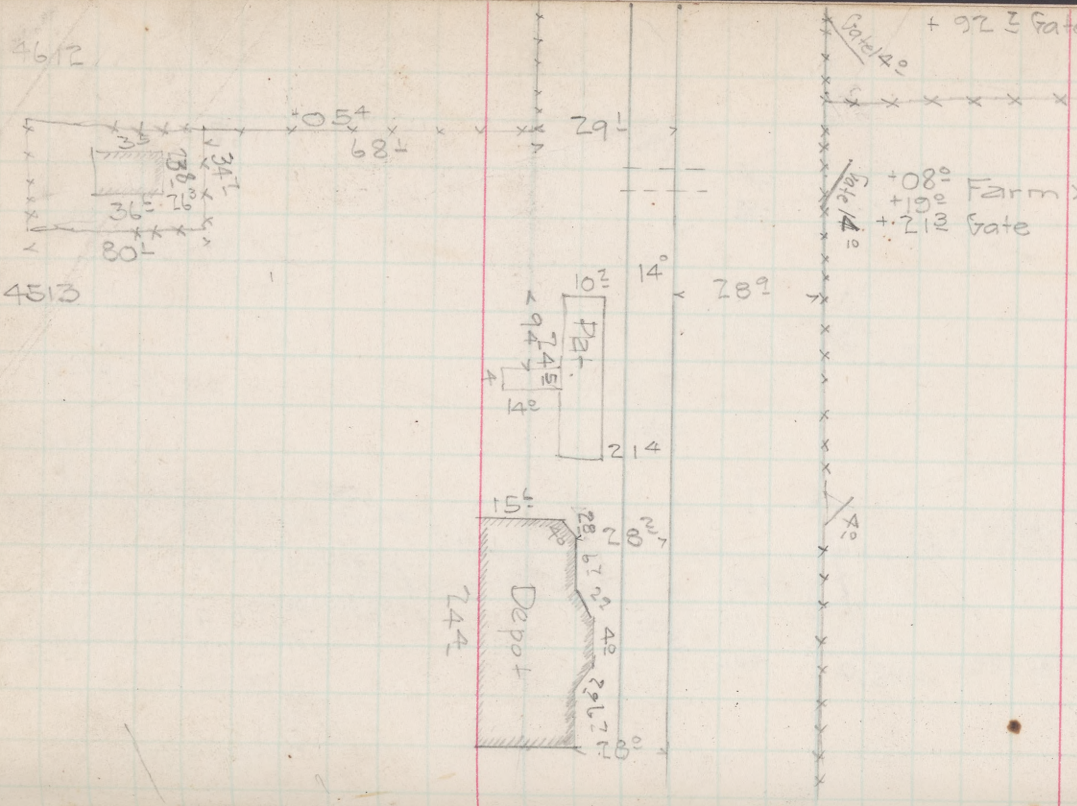
4510

$+60^{3}$ $+4^{0}$x1^{0} Redwood Box



- Sta. Plan -

4612



4513

4512 +71⁸ C.C.T.1 (ok)
+91½ Wend. Plat.

+56⁵ Wend Depot
+57⁴ Gate

4514 11³ 38⁵ 19⁶ 83⁴

4514

4515

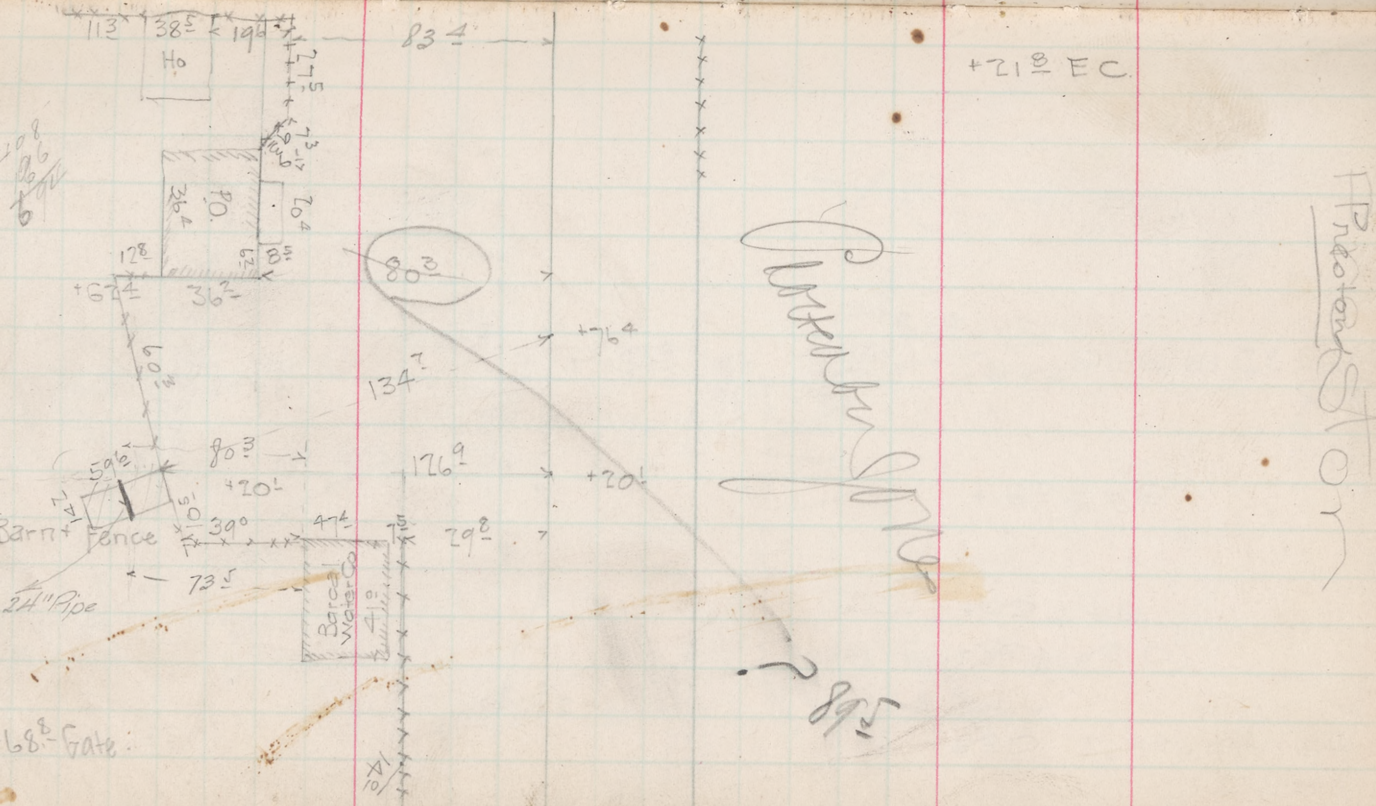
+33.5

+36.5 Barn + Fence

21' Corrug. 24" Pipe

4517

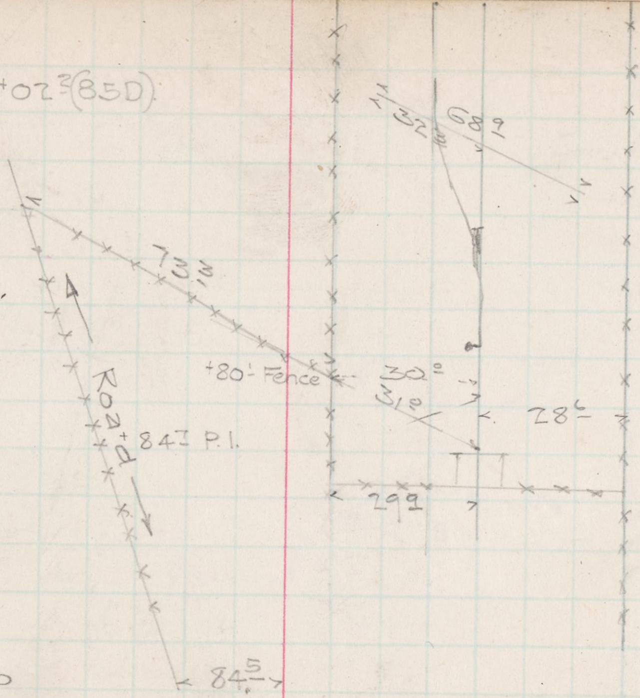
+68.8 Gate



4518

+02^3 (85D)

4520



4521

+50

85D. 2° × 4° RW Box

+35^5 (85D)

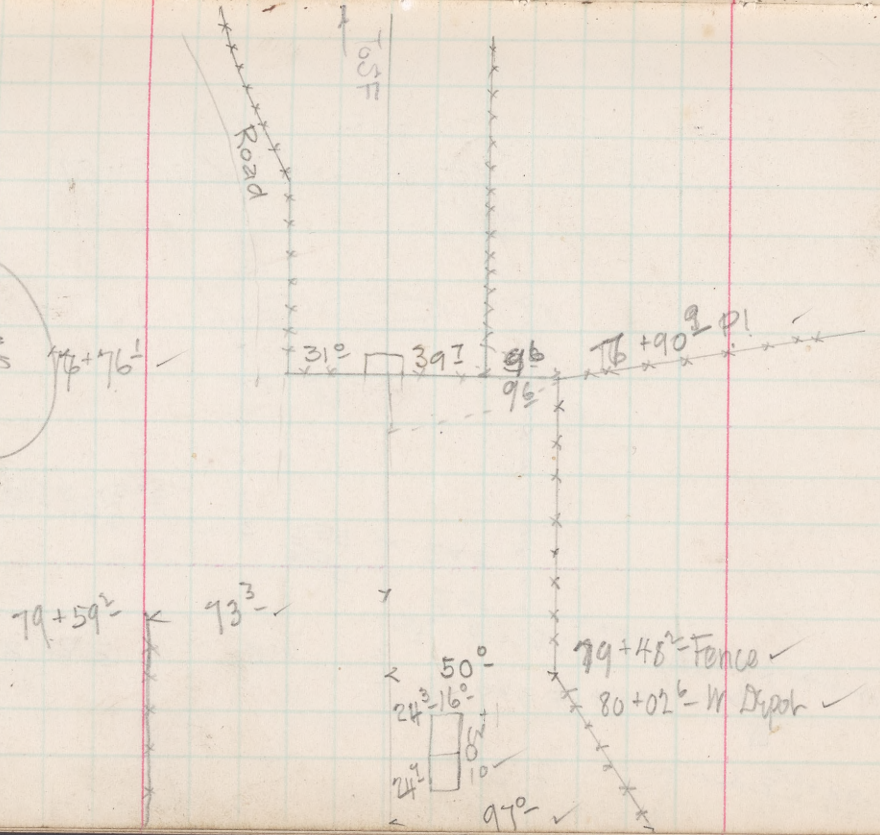
+05^4 PF

+83^4 P.S.

+85^4 85E Rt CE

+93^4

49^3 BC T1.



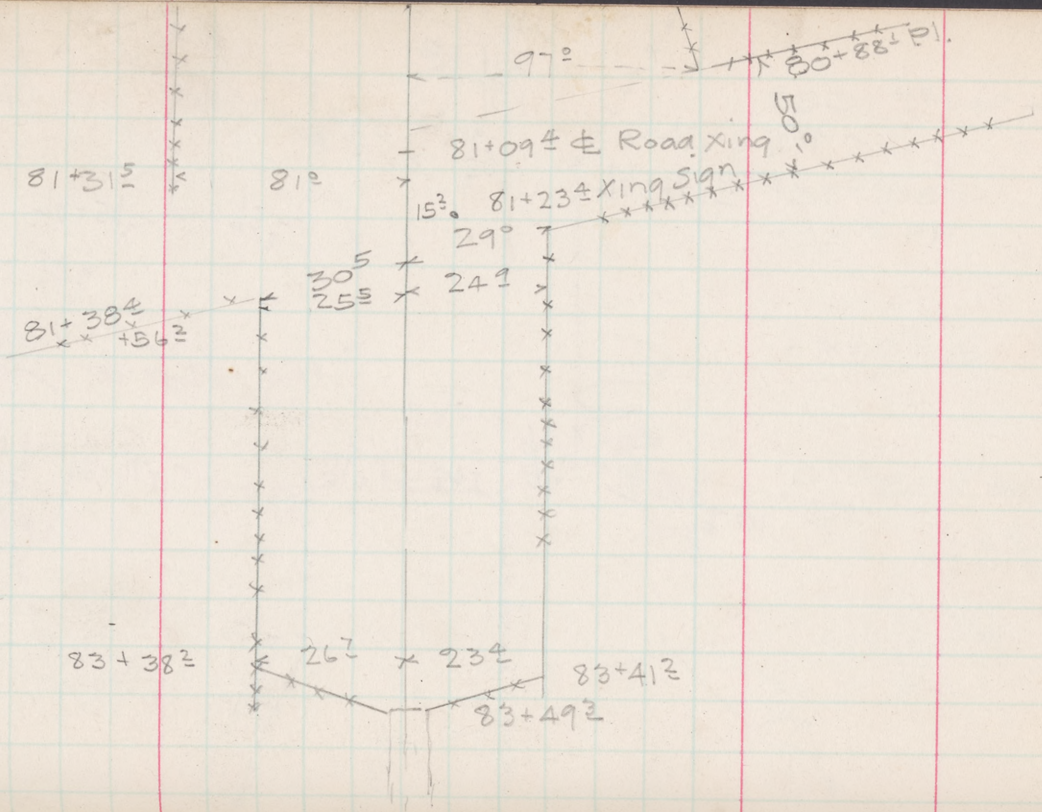
Ole Plodder

McCamp

$\frac{54^4}{48^2}$ 05^6

$\frac{43^4}{59^2}$ 02^6

(17)



4482+67^{3} EC T!

84 F

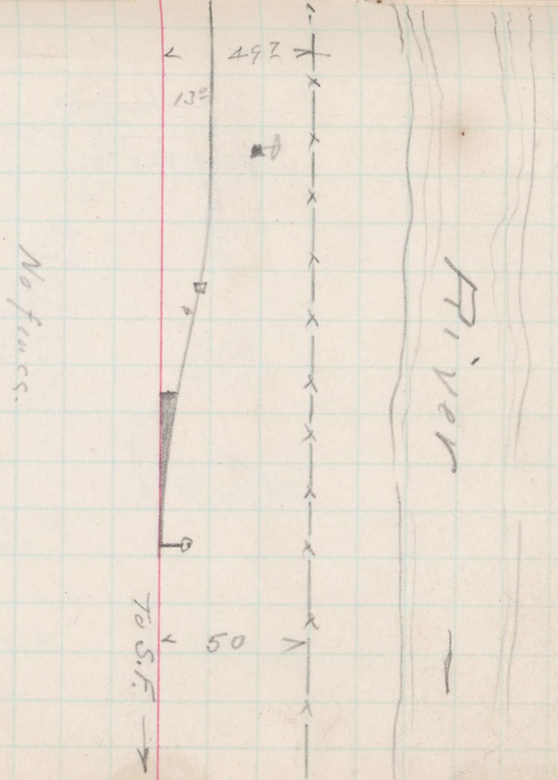
84 F
83+97[3] . A Bent Trestle

No Fence

OK

Crossing Gone

$4799+20^{8}$	Sign Board. 27^{5} Rt.
$4797 \quad +43^{0}$	Hayer DRailer.
$4796 \quad +38^{2}$	P+ Frog.
$4795 \quad +60^{5}$	P+ Sw.
4795	

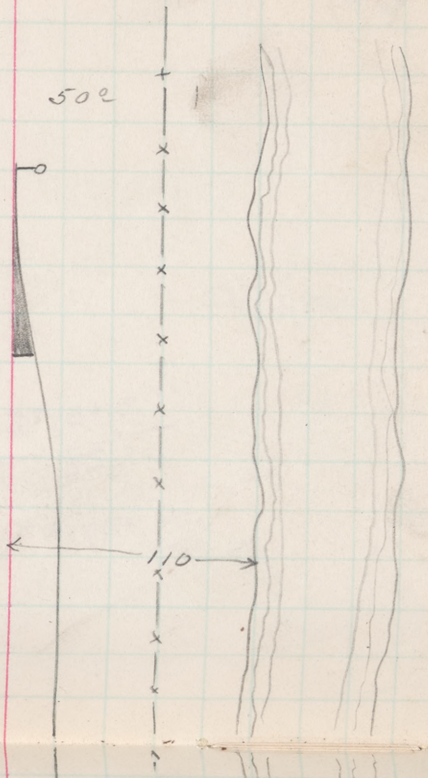


Thorn.

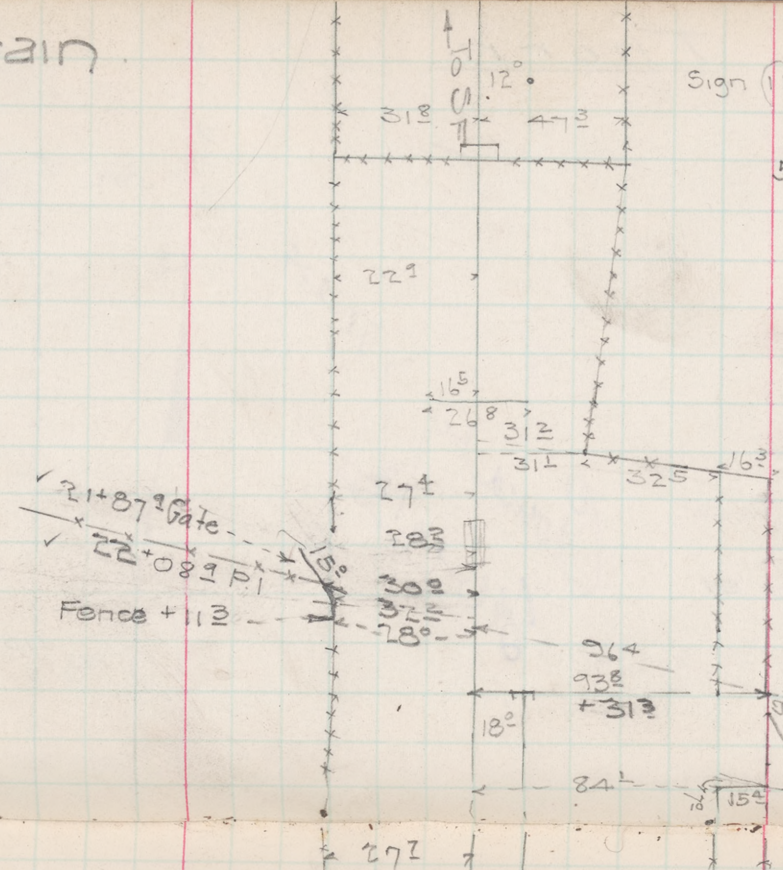
Feb-5-1913.

4811+28³	E.C.
4809+18³	C.C. Ⅰ-1
4808+23⁵	P+SW.
+45⁸	P+Frog.
4807+22⁹	C.C. 4° Lt.
4805+48⁹	Mile Post 91
4804+88⁸	C.C. 6° Lt.
4803+38⁸	B.C. T-2-

Coren by Jones
Feb 19 13



Fountain



Sign (1 Mile Peta) 5018+30 4

5018+00

+96 1 Pt CG 95B

5019+04 1

5020

20+50

5021

+16 7. 2 (1°x1 5 RW BKs) 95°

+50 6 Pl Fence

+52 6 R+Δ

+91 0 Farm Xing

5022

+06 0

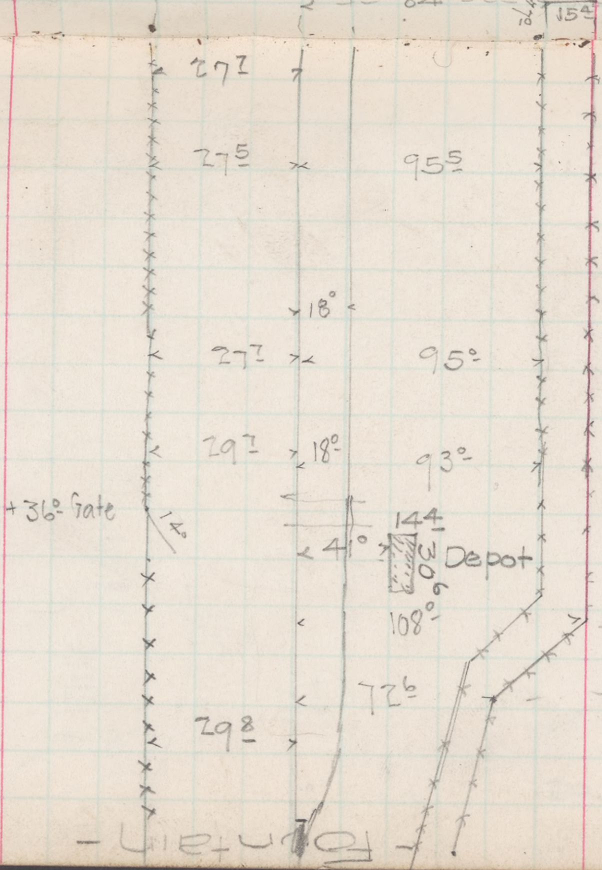
+14 1 P.I.

+31 3 Spur

Road.

23

$+74^{4}$ EC.



23

24

$5024^{+}64^{4}$ CC.
$8^{\circ}00'$ Rt.

5025

5026

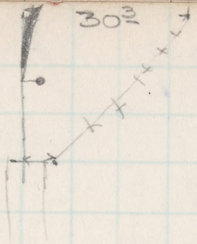
$+36^{0}$ Farm Xing
$+53^{0}$
$+85^{6}$ Depot

$27+66^{4}$

$27+82^{5}$

$5028^{+}10^{2}$ PF.

Fountain



5028 + 55⁶

5028 +87⁴ P.S.

95 D

~ Hopland ~

5283+82⁵ Face of Blk

5387

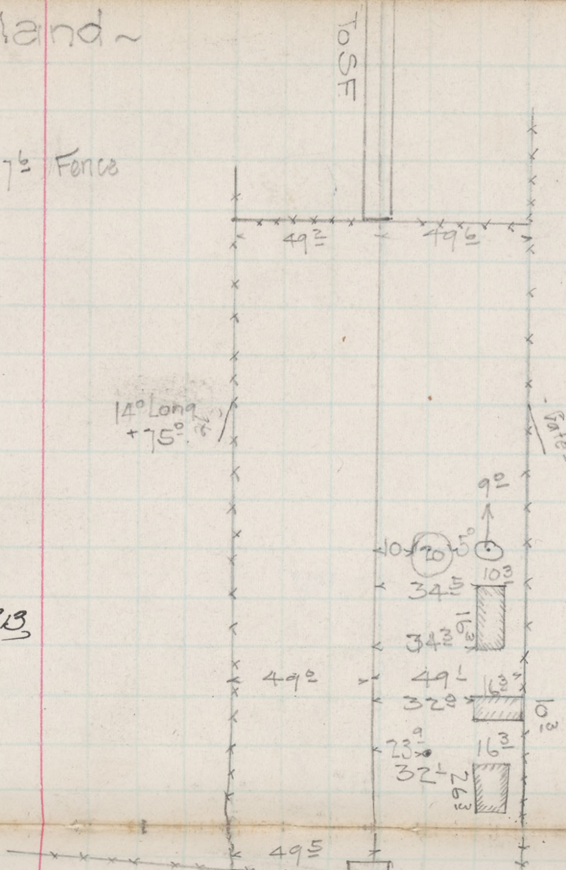
5388.

Plotted by Jones
Mar. 10th 1913

5390

5291+00⁰

+02⁶ Rt Δ Fence Lt.



97 F.
944⁰ Long +40³ Fence

14⁰ Long

+90² ℄ W Tank & Well

+99⁴ W- Pump Ho

+14² W. Wood Shed.

+57⁵ Faucet.
+59⁵ W end Sec Ho

+10⁰ W. S.G. Pit 98 A

5291+00.0

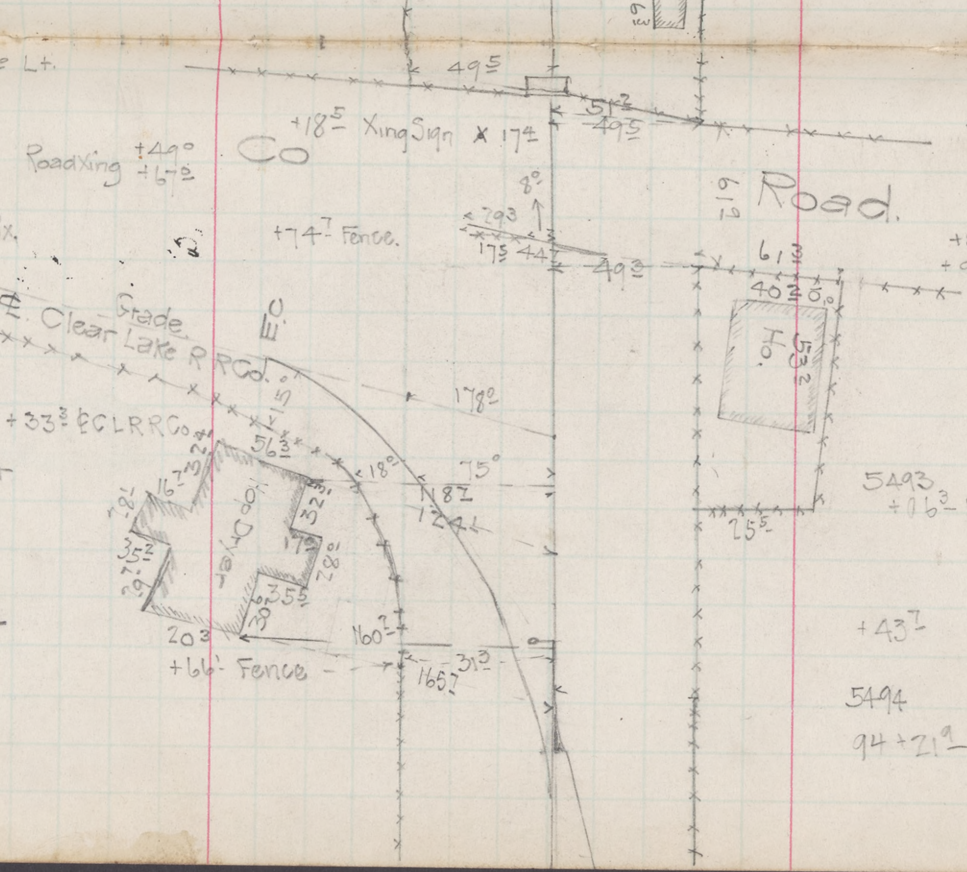
+02.6 R+Δ Fence Lt.

+69.2

98.0 2½x1½ Rain Bx.

+82.3

5492



+33.3 ℄ C.L.R.R.Co.

+16.0 R+Δ Hop Dryer

5493.

+01.9 P.1 ✓ ✓

+59.2 R+Δ Hop Dryer

+97.1 P.1 ✓ ✓

5194+56.6 B.C.T.2

+10.0 W. G.G. Pt+98A.
+18.7 E. ✓ ✓
+19.8 P.1 Fence.
+32.- R+Δ ✓

+82.3 R+Δ Fence
+96.8 RΔ ✓ ✓

5493
+06.3 Fence

+43.7 P.S.

5494
94+21.9 P.F.

-Hopland-

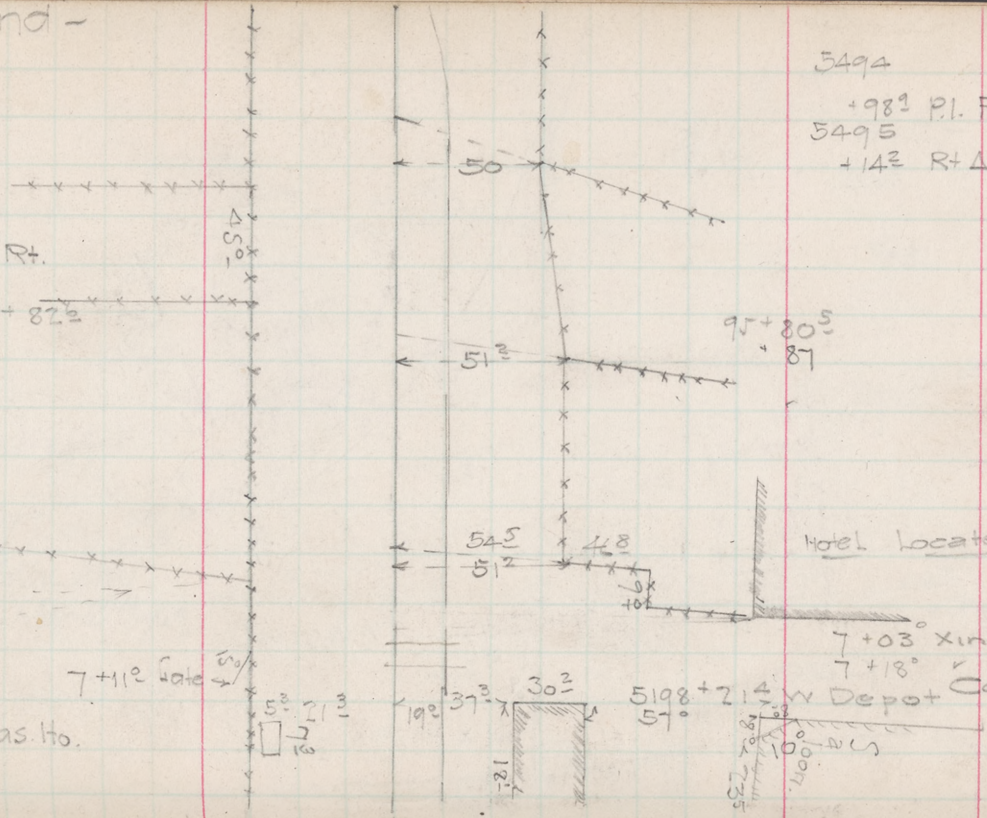
5195+76.6 C.C. 5° Rt.

5196.

6+86.2 Rt Δ Fence
6+93.8 P.I. ✓

5197

8+20.8 W end Gas Ho.



5494
+98.9 P.I. Fence
5495
+14.2 Rt Δ ✓

Hotel Located 7+04.5 P.I Fence
7+23.5 Rt ✓

7+03.0 Xing Road
7+18.0 ✓ Center St

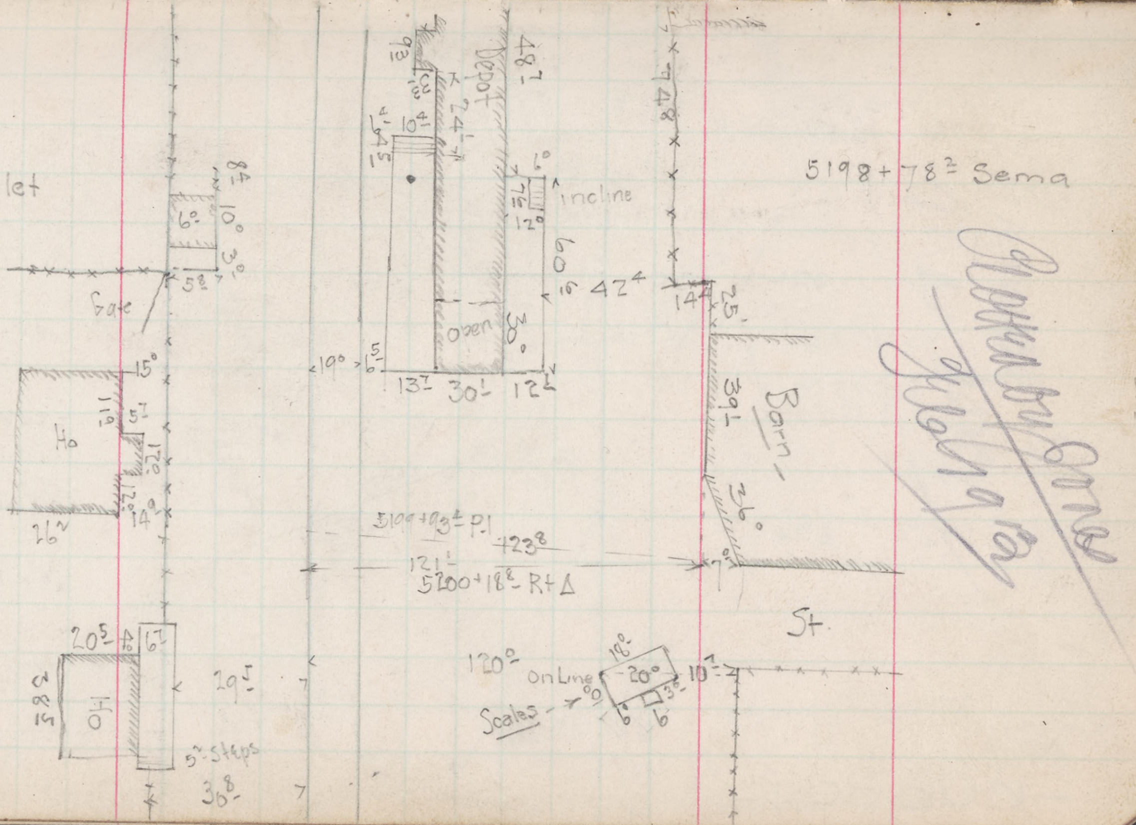
$5198 + 87^8$ Wend Toilet

5199^0

$+48^6$ Ho.

5200

$+17^8$



5201.

+23°
+31°
Shack

(OK) 5201+75² E.C.T.2

+92° W end 98°

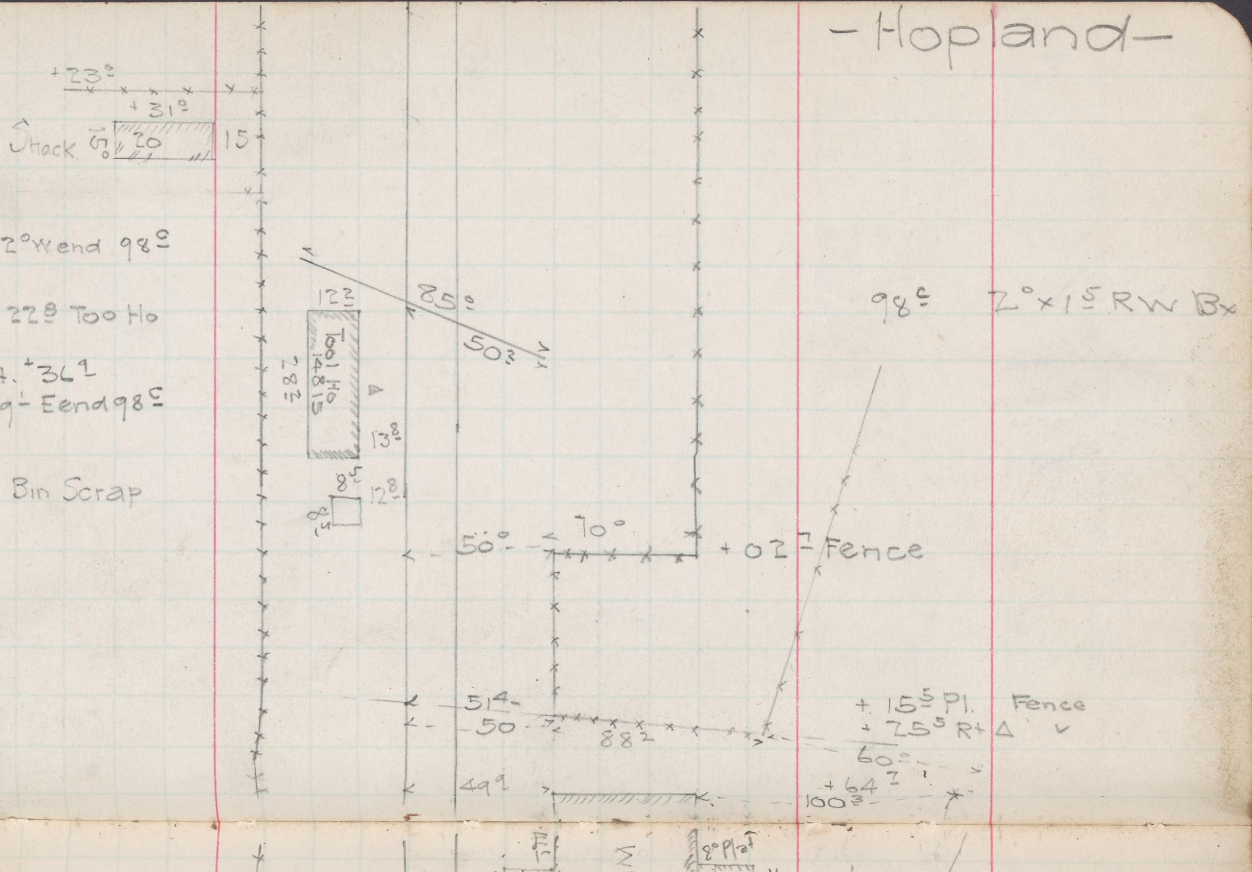
5202.
+22⁸ Too Ho

Sec Post. +36²
+ 39¹ E end 98°

+75° Bin Scrap

5203

5204



5205.

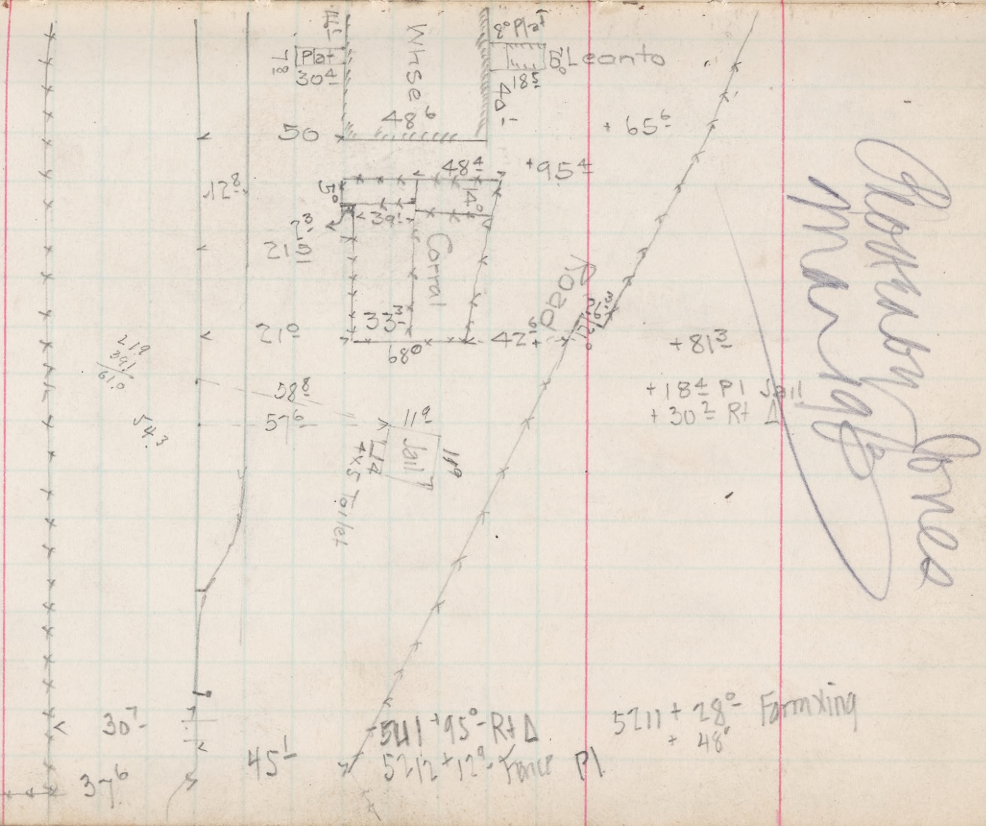
5205.

5206

5207.

5208.

+87° PF.



5209 + 65 3 - PS.

5210 Fence

5211 + 82 2 - End

– El. Robles –

2° Curve

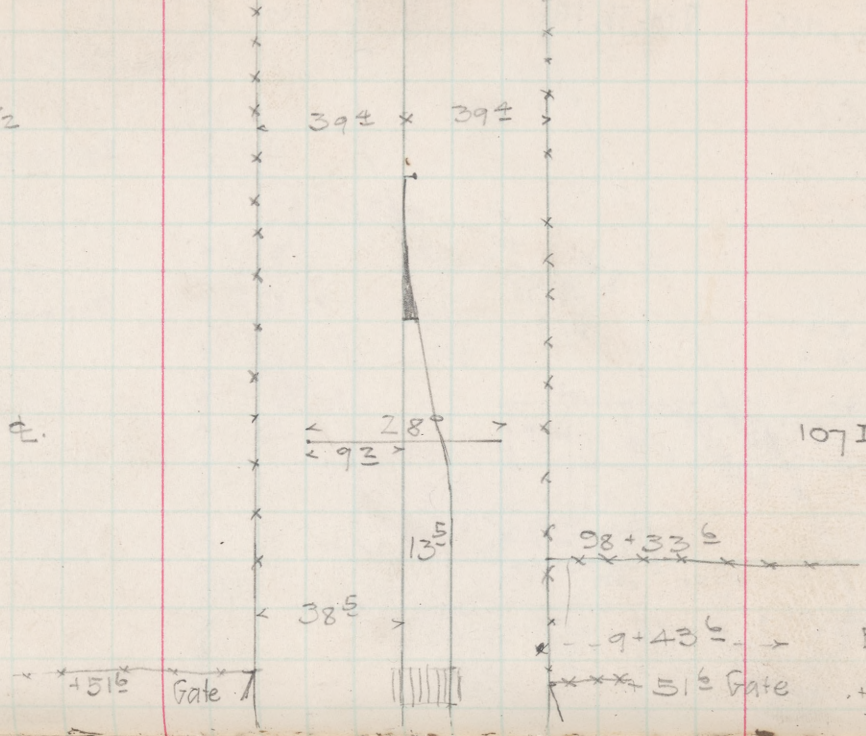
5694+70 I CC. T. 1/2
5695 +20 P.S.

5695+60 7 E.C.

+98 4 P.E.

5697.

+80 4 ℄.



107 I 2°x2° R.W. Box

EL Robles
Sta Board.
+57 9 Farm Xing
+70

+15 9 Sign { Frt piled etc
+78 4 Fence

+70

5700.

+75.9 Sign { Frt Piled etc
+78.4 Fence

+ 26.1 W end Plat

5702+83.4 M.p. 108 -

(Closed by Co.)

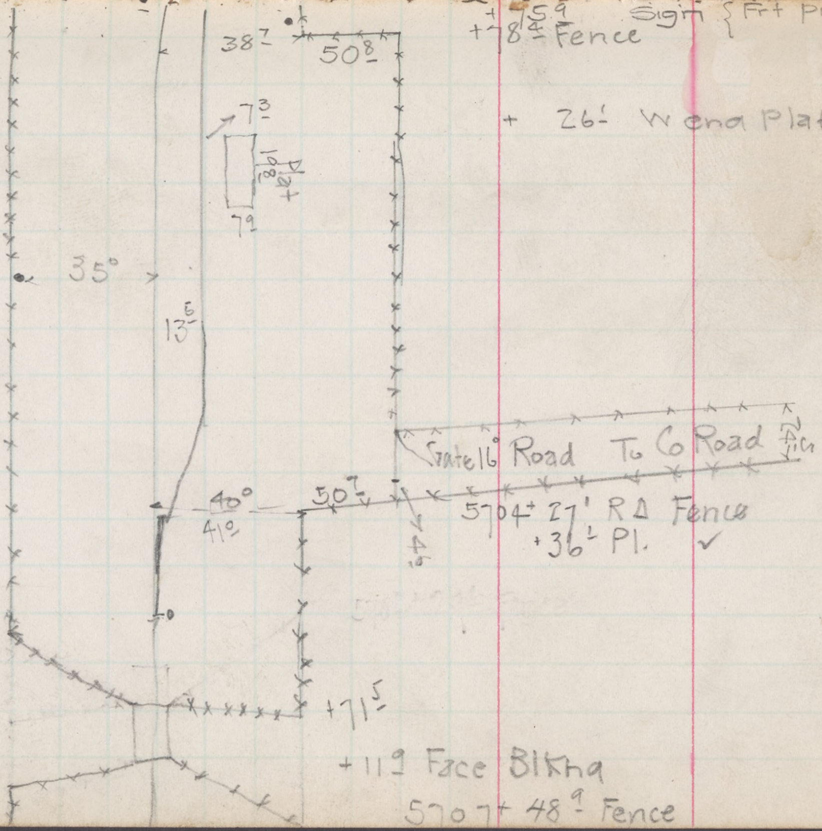
5704+73.4 P.F.

5704+27.1 R Δ Fence ✓
+36.1 P.I.

5705+51.8 P.S.

5706+29.1

5706+66.1 Bkhd.



+11.9 Face Blkhd

5707+16.9

5707+48.9 Fence

647

~ Largo ~

5371

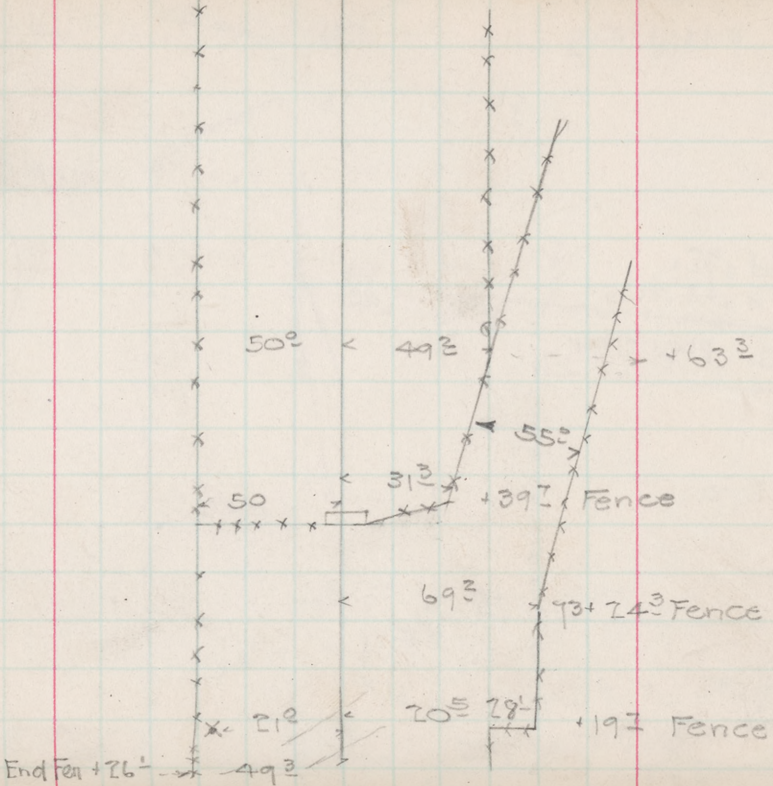
5372

$+34^{8}$

Pit CG 101 C. $+42^{8}$

5374

Rd Xing. { $+03^{0}$
$+24^{8}$ Xing Sign
$+26^{0}$ }

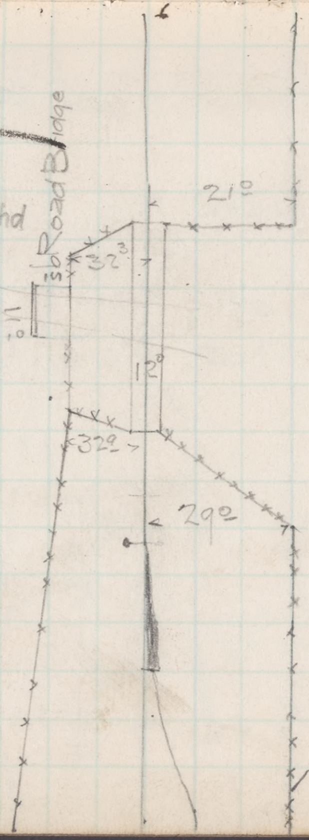


End fen + 26 -- 49^{0}

5376

+65^{0} Face Blkhd

+77^{5} Fence



Posted by Jones
Feb 1913

10 1 D 5 Bent Tres
(Foot Bridge on Rt)

5377

+19^{0} Fence

+14^{0} Face Blkhd

+51^{4} Fence

+59^{6} PS

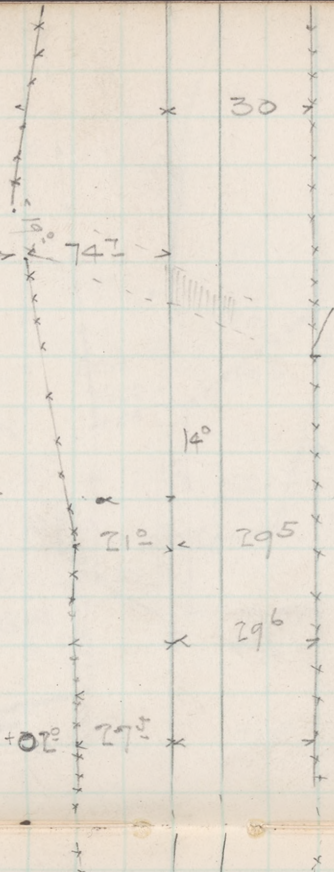
5378 +37^{7} P.F.

(25)

~Largo~

5380

5381



5386 + 27 1/2 Mile Post No 102.

5387 + 25 5 Fence

5390

5392

+75 End

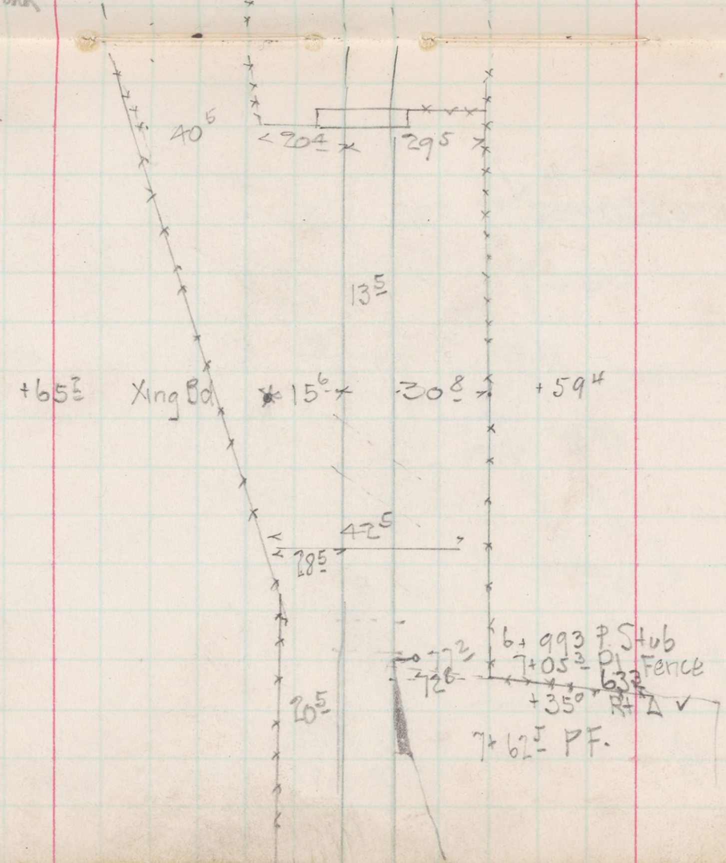
Rowenby Jones
Feb 1913

+60 5 Pit C.G. 102 A.
+68 5

5395

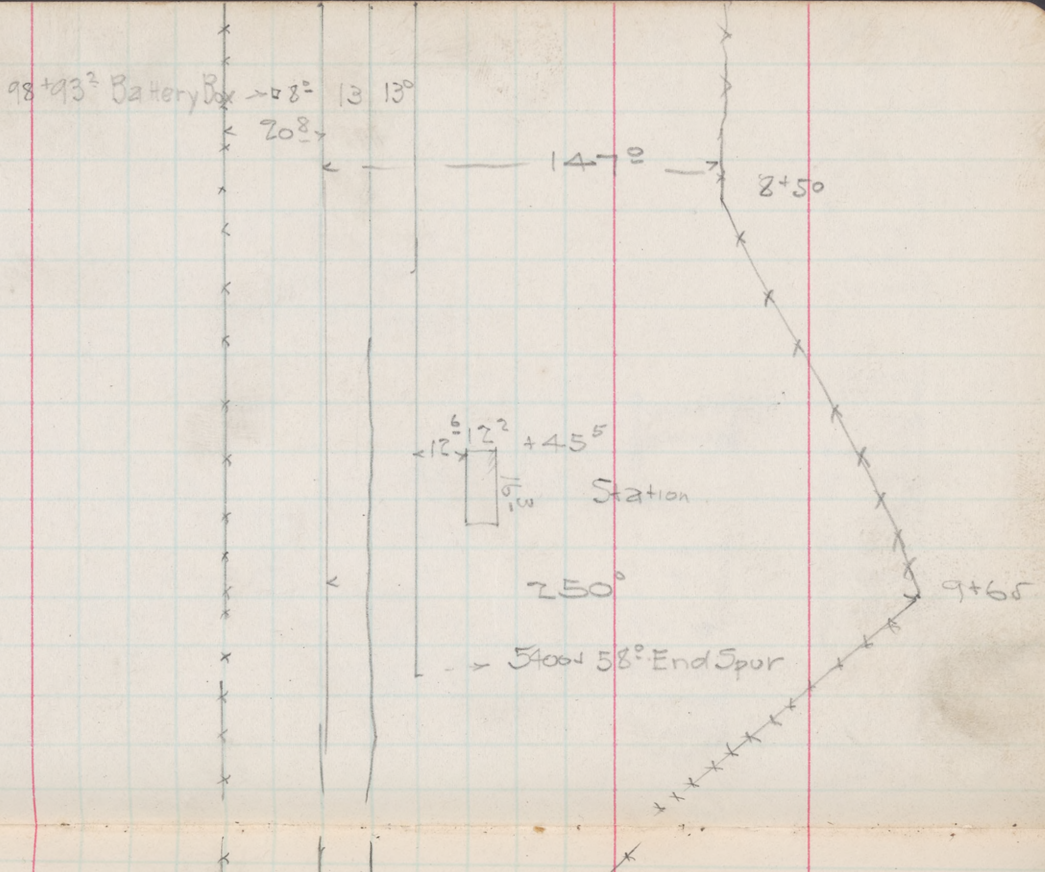
+40 Rd Xing
+70 Rd Xing
5395+70 3 B.C. T.1.

+90 7 ℄ 24" Pipe 102.
96
+94 6 Fence
5397+00 Road Xing.
5397+ CC 2°50'R.



~Largo~

5499


98+93² Battery Box → 8⁰
13
13⁰
20⁸
147⁰
8+50
12⁶ 12² +45⁵
Station
250⁰
9+65
5400 58⁰ End Spur

5403+94^8 CC.T.1.

42^7 / 38^0

04

+15^6 - 102 D - 24" Con pipe

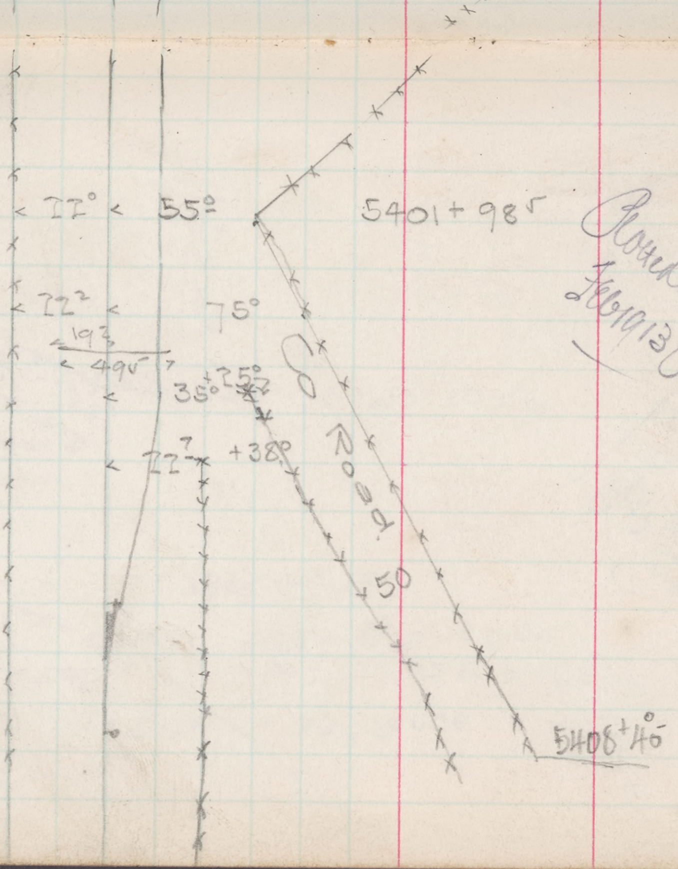
5405+34^8 - EC.

+604 P.F.

78^1 / ^5

5406+38^5 - PS

5408+24^3 - BC.



Roved by Jones
Feb 1913

Largo

5409.

+63³

5409+74³ CC.

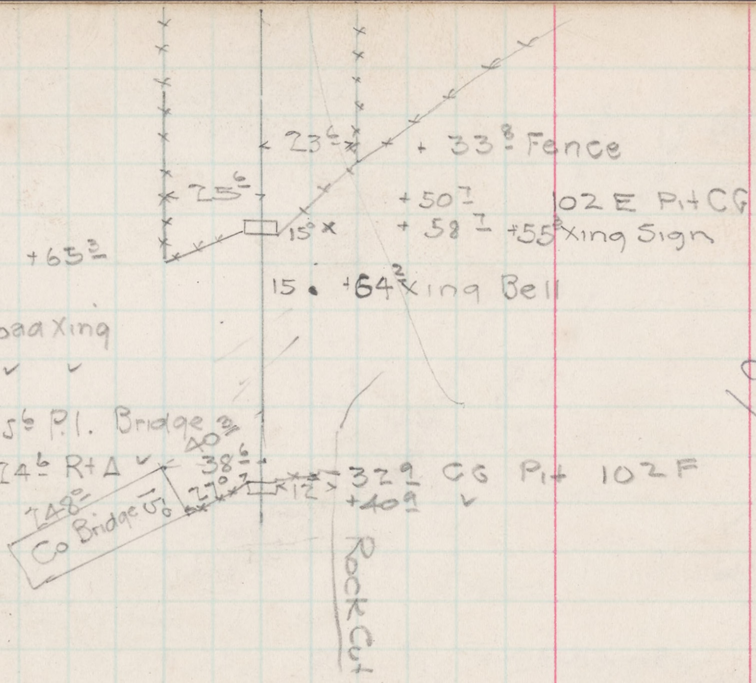
+90³ Road Xing

5410

+10⁵ ✓ ✓

+15⁶ P.I. Bridge

+74⁶ R+Δ ✓



- Ukiah -

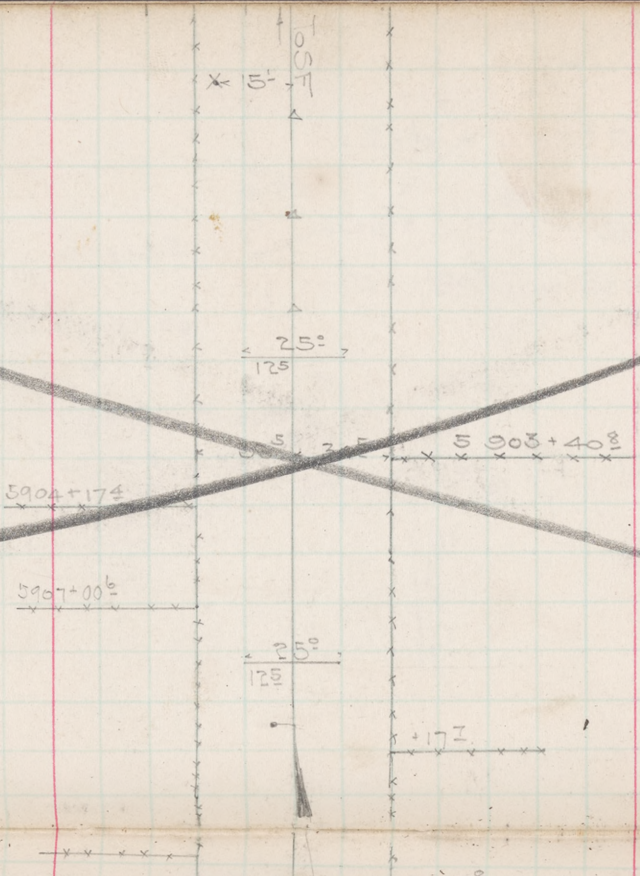
5881+31⁰ Yard Limit Sign
5881+39⁰ E.C. 0°30' Lt

5883+10⁰ End 75lb Steel.

5890.

5900

+974



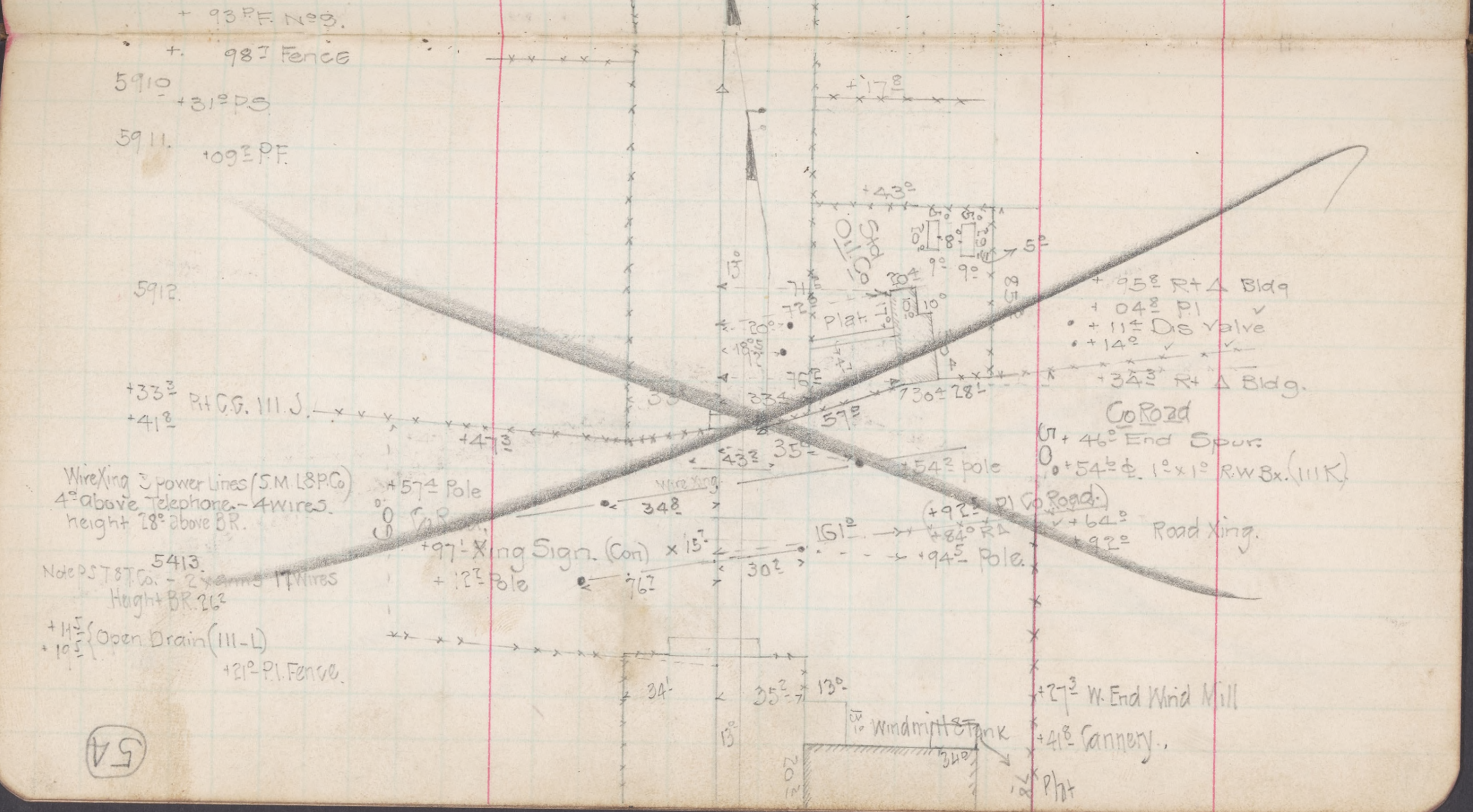
2-24" Con Pipes
(No ?)

5908+97⁰ 1-24" Con pipe
(No ?)

5909.
+11⁰ P.S. (Split).

+ 93 P.F. No 3.

+. 98 Fence


+ 93 P.F. No 3.
+ 98 Fence
5910
+31 P.S.
5911.
+09 P.F.
+17 8
+43 0
Std Oil Co
5 0
+ 95 8 Rt Δ Bldg
+ 04 8 P.I
+ 11 4 Dis Valve
+ 14 0
+34 3 Rt Δ Bldg.
5912.
Plat.
+33 3 Rt C.G. 111 J.
+41 8
+47 3
57 2
Co Road
+ 46 0 End Spur
+ 54 6 ℄ 1 0 x 1 0 R.W. Bx. (111 K)
+54 2 pole
WireXing 3 power Lines (S.M. L&P. Co)
4 0 above Telephone - 4 wires.
height 28 0 above B.R.
+57 4 Pole
Wire Xing
34 8
+92 5 P.I. Co Road
+64 0
+92 0
Road Xing.
+84 0 Rt Δ
161 0
+94 5 Pole.
+97 1 Xing Sign. (Con)
+12 7 Pole
76 7
30 2
5413.
Note P.S.T. & T. Co. - 2 x arms 17 Wires
Height B.R. 26 2
+14 5
+10 5 Open Drain (111-L)
+21 0 P.I. Fence.
34 1
35 2
13 0
+27 3 W. End Wind Mill
Windmill & Tank
+41 8 Cannery.
Plat
54

~UKIAH~

5914

+46 5 Mile Post 112

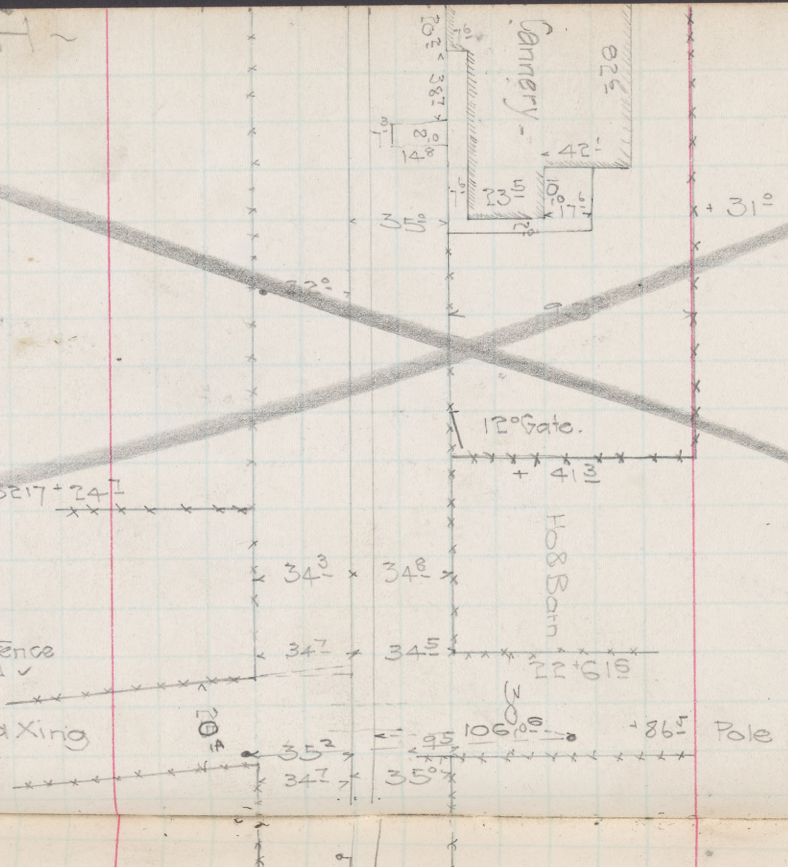
5916

5920

5922

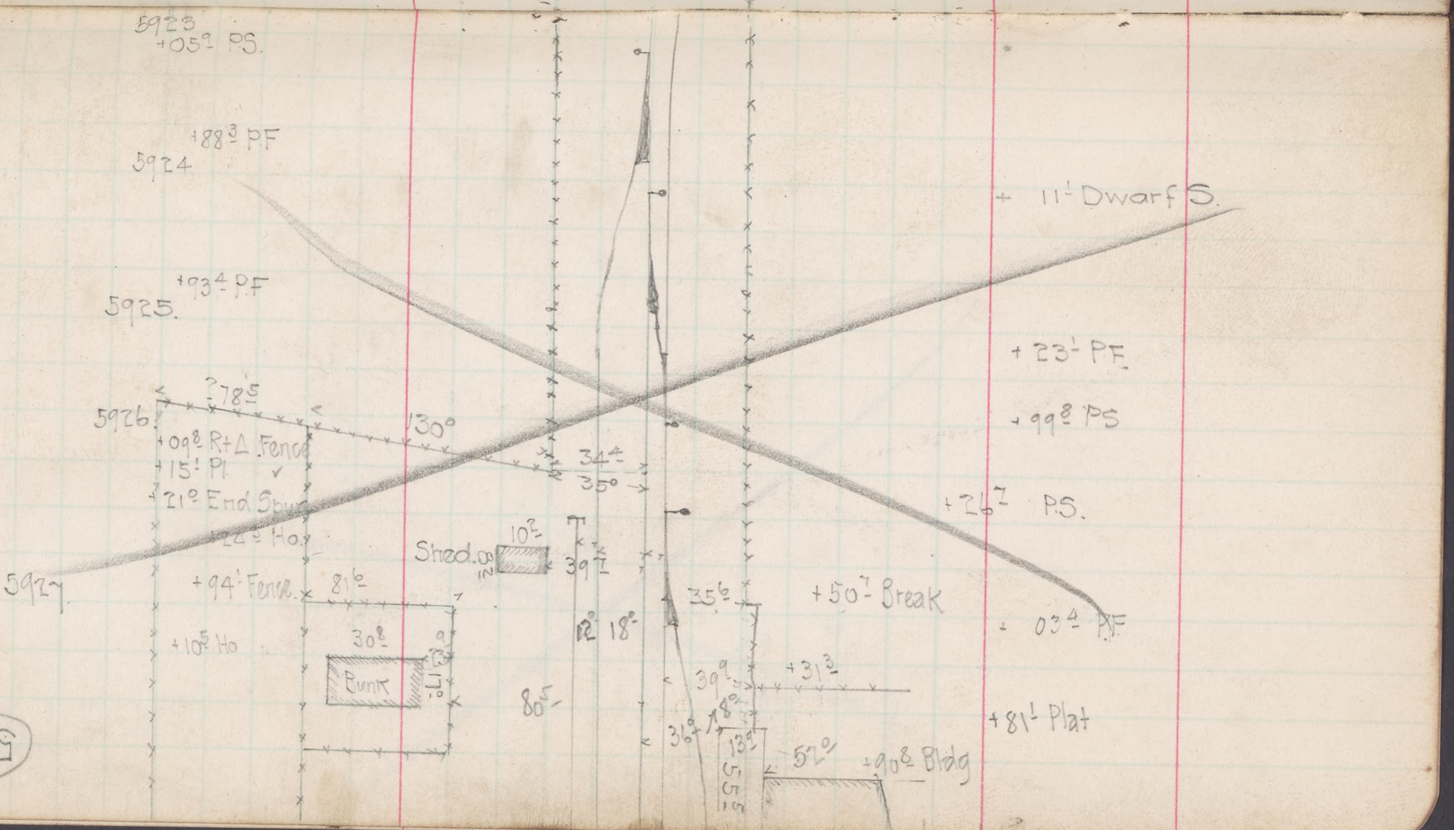
+ 68 2 Pl Fence
+ 71 1 Rt Δ ✓

+74 0 Road Xing
+87 0
+ 89 5 Pole



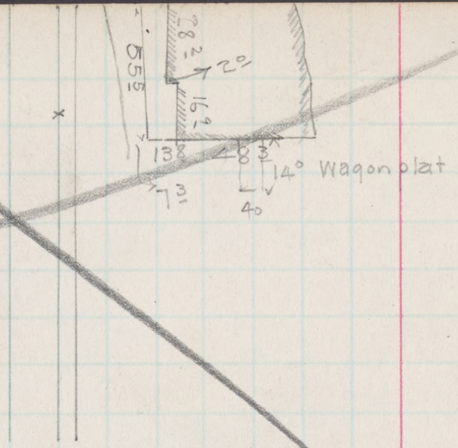
wire
4 Power Xing
H.R. = 26 0

5923
+05 0 P.S.


5923
+059 PS.
+883 PF
5924
+11 1 Dwarf S.
+934 PF
5925.
+231 PF
?785
5926.
130°
+998 PS
+098 R+Δ Fence
+151 Pl
344
350
+210 End Spur
+267 PS.
+24 Ho.
102
Shed.
397
5927.
+941 Fence.
816
356
+507 Break
R 18°
+034 PF
+105 Ho
308
Bunk
+313
399
805
182
367
+811 Plat
139
520
+908 Bldg

~ UKIAH ~

59.28'00
Nail in Tie



81½
55
136½

40				429^{5}	5^{7}	9^{457}	✓
T. P.	9^{927}	438^{150}	4^{980}	428^{223}			
39				427^{9}	10^{2}	9^{351}	✓
38				427^{8}	10^{3}	9^{245}	✓
37				428^{1}	10^{0}	9^{139}	✓ Top Rail.
36				428^{5}	9^{6}	9^{45}	Base Rail.

~UKIAH~

Levels Hogan's Cut.

		+	⊼	−	Elev	Rod	Grade Rod.
on oak tree left Shortly near East Sw.	B.M.	1 25	436 524		435 274		
	T.P.	4 383	432 748	8 159	428 365		
4745+39 4 P.O.C.	4745+39 4 P.O.C.				427 5	5 2	4 149 ✓
	44+89 4				427 3	5 4	4 096 ✓
	44+78 6 C.C.				427 4	5 3	4 085 ✓
	44+48 6				427 4	5 3	4 053 ✓
	44+18 6				427 5	5 2	4 021 ✓
	43+88 6				427 1	5 6	3 99 ✓
	43+58 6				427 1	5 6	3 958 ✓
	43+28 6 B.C.				427 1	5 6	3 926 ✓
	43				427 3	5 4	9 775 ✓ = 3 896 Grade Rod.
	42				427 6	5 1	9 669 ✓
	T.P.	3 082	433 203	2 627	430 121		
	41				426 4	6 8	9 563 ✓
	40				429 5	5 2	9 457 ✓

Levels Hogans Cut. Main Line Nov 26, 1913

	+		-	Elev.	
B.M.				435.274	B.M. on oak. Left shoofly near. R of W. fence Sta. 442+40

T.P.	85 977	11 465	97 442	1 958	
2 ...	91 602 5.65 97 167			5 84	
T.P.	96 370	8 63	105 000	1 072	
2+16 Top Bank.	100 85 106 .445			4 12	

Hogans Cut. Levels on Slide

Nov. 26, 1913

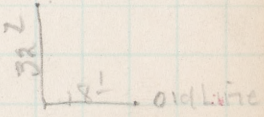
	Elev.	+	⊼	−	
Hub B.	100.00	0.185	100.185		100 Assumed
T.P.	88.015	0.00	88.015	12.17	
0+50	76.214 / 81 779	0.7[illegible]		11.801	
T.P.	77.335	0.73	78.065	10.68	
1+60	71.465 (560) / 76 030			7.6	
1+50	75.525 (560) / 81 090			2.54	
T.P.	77.135	10.8	87.935	0.93	
T.P.	85.977	11.465	97.442	1.958	

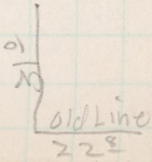
		22 ^{8}		
	+16	Top bank on new Line.		
Old △	2+23 ^{98}			

Hogan's Cut.

Progress Line. Nov, 26, 1913. (60)

Hub A.	0+00	
	+03.5	Top bank.
New △	0+50	~~34~~ .1 to old △
" △	1+00	34.6 to old △
" △	1+50	32.7 sliding from 2+00 toward 1+00 18.1
" △	2+00	31.0 " " " " 1+00 22.8

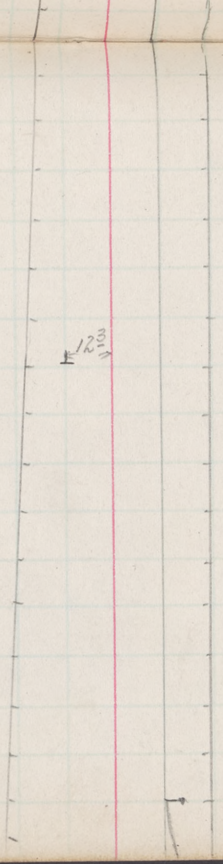




+16 Top bank on new Line.

4+00 Whistel Post. $313+52^{4}$

$3+36^{0}$ Aprox B.C. $312+88^{4}$



0+00 Pt. Sw. East Sta. $309+52^{4}$

Plotted A.E.B.

15½
8 3
21 8
42

12+58 Pt. Sw. to Detour. Aprox E.C. 322+10^{4}

12+00 321+52^{4}

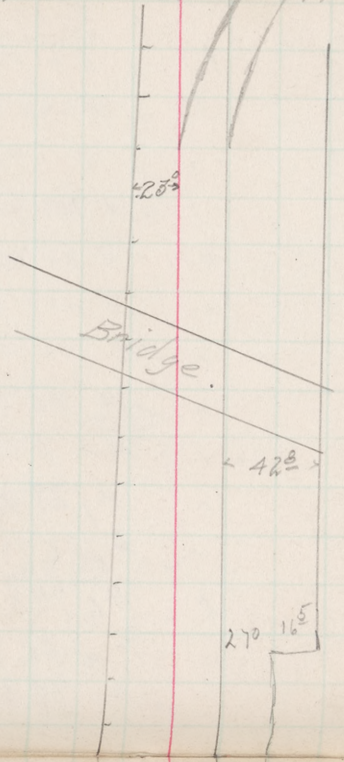
+32^{5} " " 319+84^{9}

10+14^{2} overhead Xing. 319+66^{6}

+89^{4} Over head Xing. 319+41^{6}

9+35 Point of sight. 318+87^{4}

7+49 Break in fence. 317+01^{4}



.07
.08

S 19° 00 W.	302°	285.54	S	98.32	W.	
S 3° 45' W.	207°	206.55	S	13.53	W.	
S 28° 00' W	165°	145.68	S	77.46	W.	
S 39° 30' W.	190°	146.6	S	120.85	W.	
S 11° 30' W.	274°	268.46	S	54.62	W.	
S 15° 30' W.	125°	120.45	S	33.4	W.	
S 43° 00' W	195°	142.61	S	132.99	W.	11^5 Above Water
S 23° 36' W.	265°	243.2	S	106.24	W.	
S 47° 36' E.	152°	102.68	S	112.06	E.	
S 16° 25' E.	300°	287.76	S	84.78	E.	
N 24° 25' E	700°	637.39	N	289.36	E	
N. 13° 45' E	812°	786.93	N.	193.	E.	
N. 18° 48' E.	412°	385.51	N.	132.77	E	
N 25° 48' E	400°	360.12	N.	174.09	E	
N. 30° 48' E	166°	142.58	N.	84.99	E.	

Traverse Around Gravel Pit 1 mile West Guerneville June 1913

Plotted area

41°15

		Latitude	Departure
N 27° 00' E	104	94.77 N ✓	47.8 E ✓
N 38° 00 E	408°	321.51 N ✓	251.19 E ✓ ✓
S 71° 45' W	364°	113.99 S ✓	345.69 W ✓ ✓
S 30° 30' W.	764°	658.29 S ✓	387.76 W ✓ ✓

125²

764°

758+67⁶ C.C. 4° Rt.

758+20⁹ C.C. T2.

759+10⁹ E.C.

759+53⁶ B.C. T2.
? 6°30'

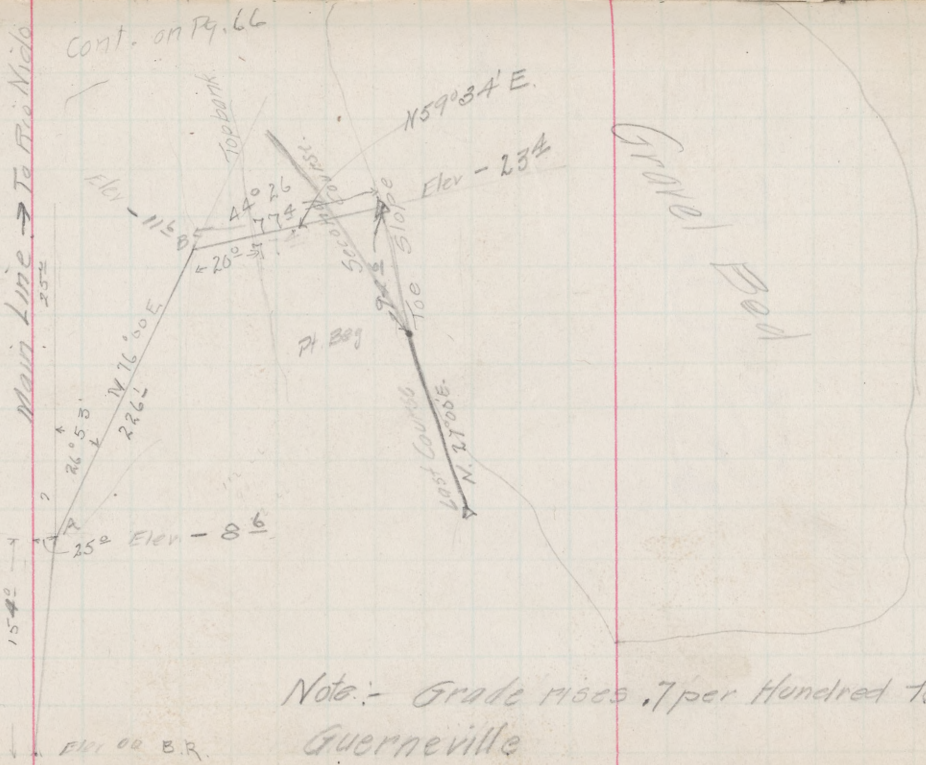
761+03⁶ C.C. 6°30 Rt.

763+73.6. C.C. T2.

64

64+31⁰ west blkhd
Trestle 71A.

65 +37⁷ East blkhd.
Trestle 71A.

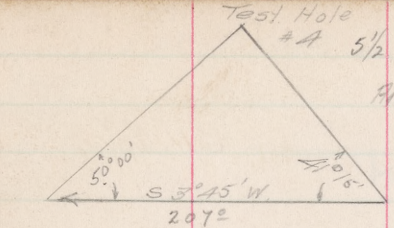


Note:- Grade rises .7 per Hundred towards Guerneville

Test Holes Guerneville Pit.

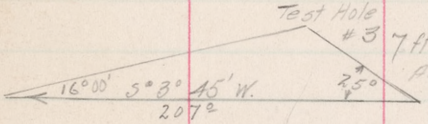
(6A)

June 1913

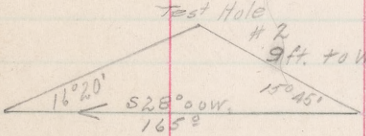


5½ ft. to water Level.

All good gravel.

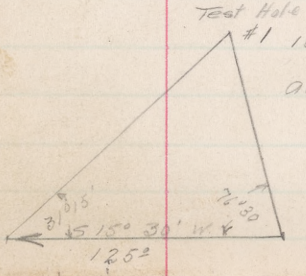


7 ft. to water Level
All good gravel.



9 ft. to Water level.

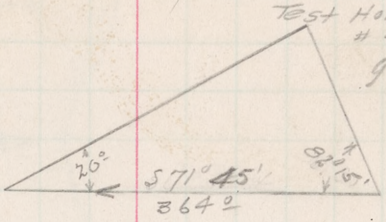
All good gravel



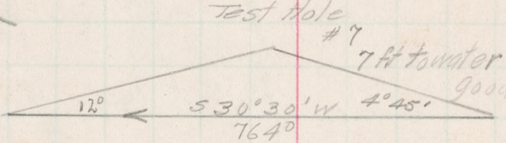
10 ft. to water

all good gravel.

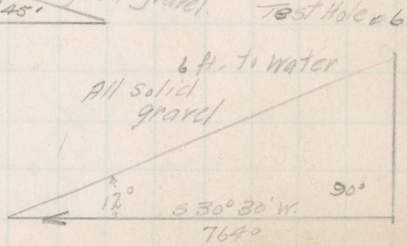
Plotted B



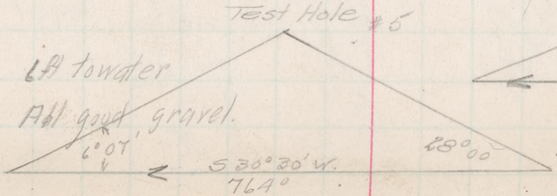
9 ft. to water
good gravel



7 ft to water Level.
Good Gravel.

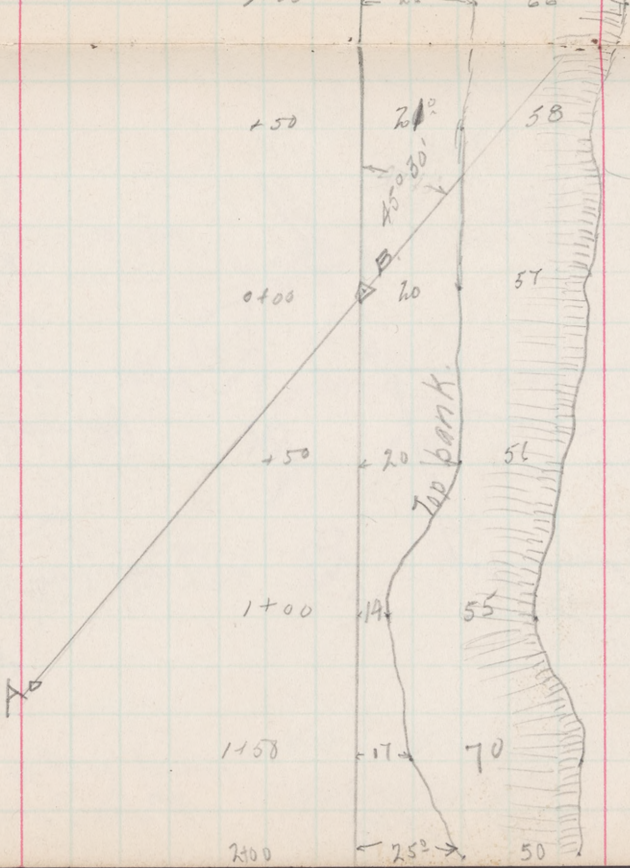


6 ft. to water
All solid gravel



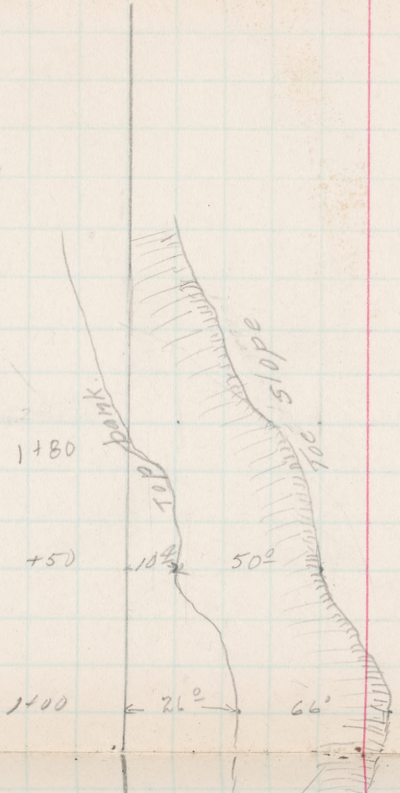
6 ft to water

All good gravel.


+50
20°
45°30'
58
B
0+00
20
57
Top bank
+50
20
56
1+00
14
55
A
1+58
17
70
2+00
25°
50

Tie Top Bank. Guerneville Gravel Pit.

June 1913



Plotted A.E.B.

$750+70^{8}$ B.C + 2½

$53+49^{0}$ E.C. Job Office
$53+77^{6}$ B.C. T.R.

1+00

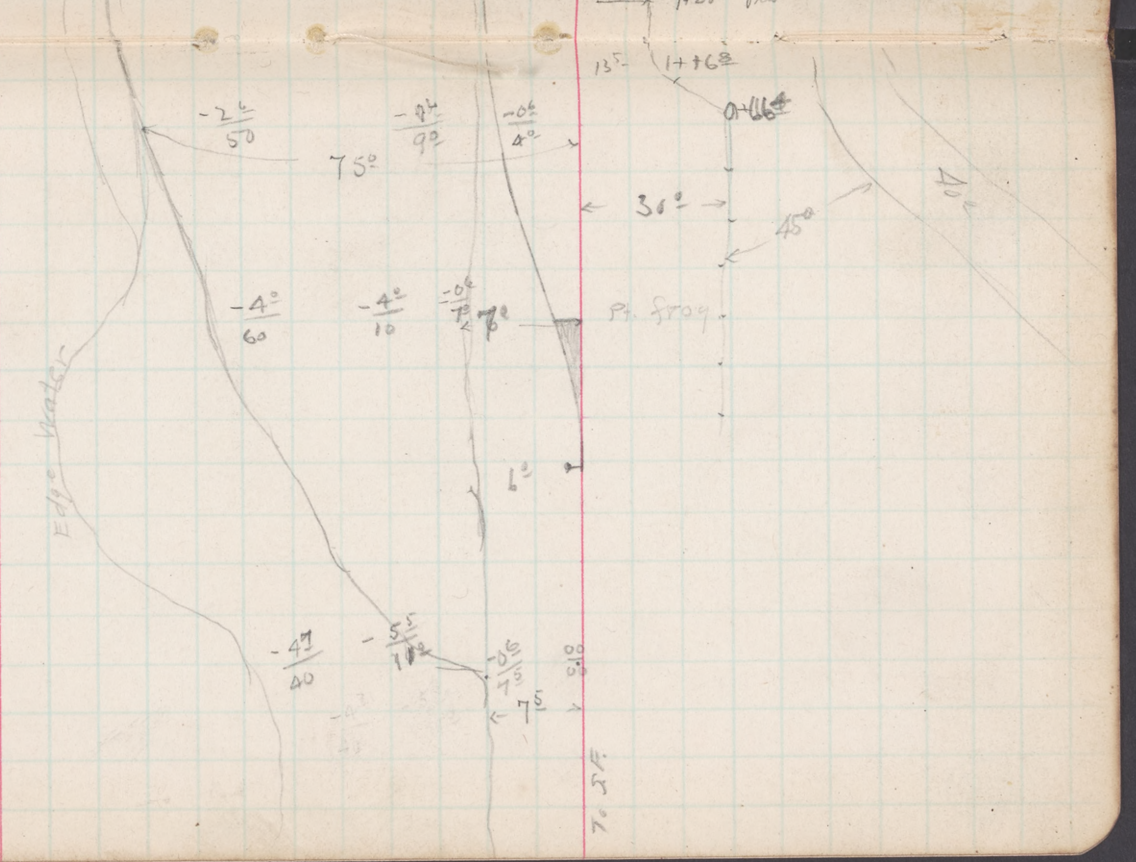
0+50

41 B to Apnx E.C. 1+44[7]

Curve 600 ft long.

About 8° Curve. to Left

0+00

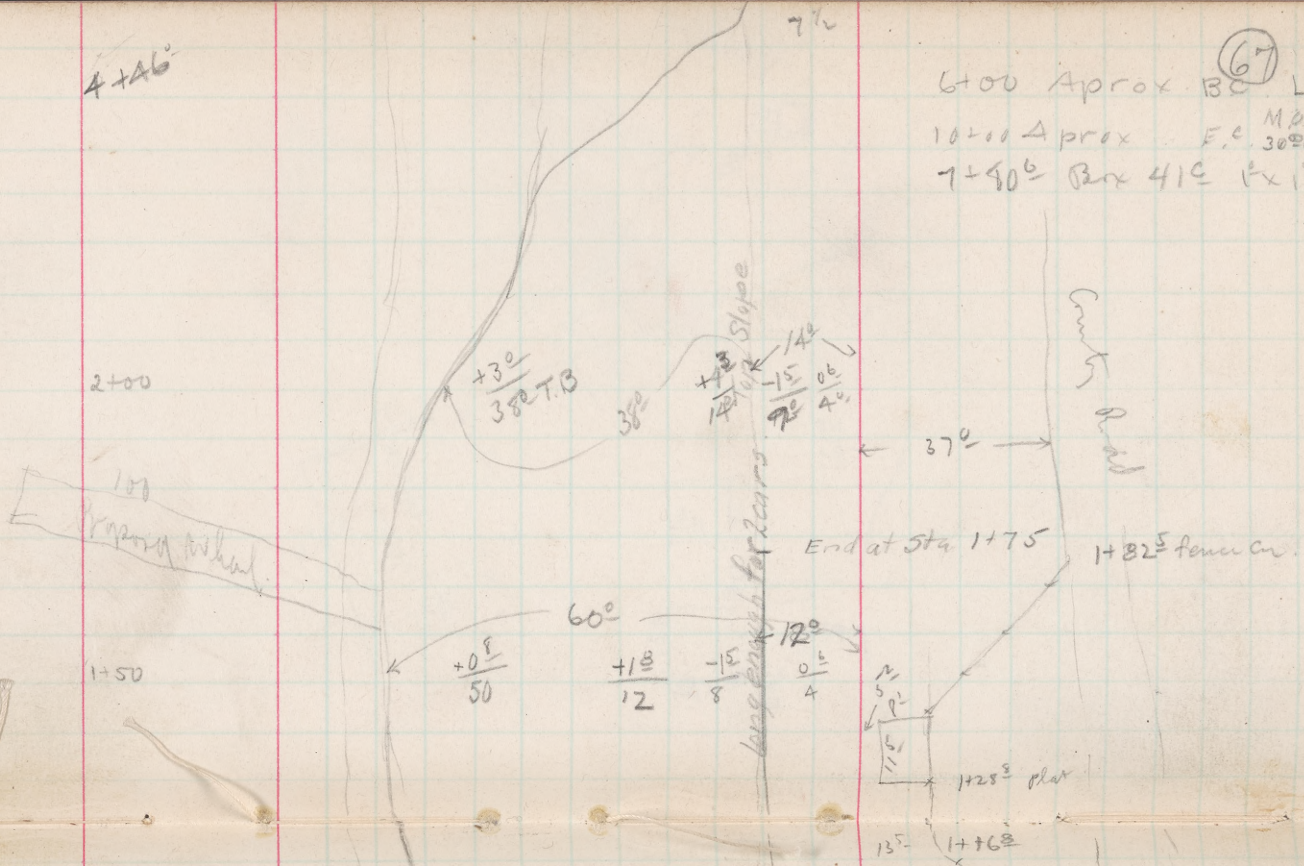


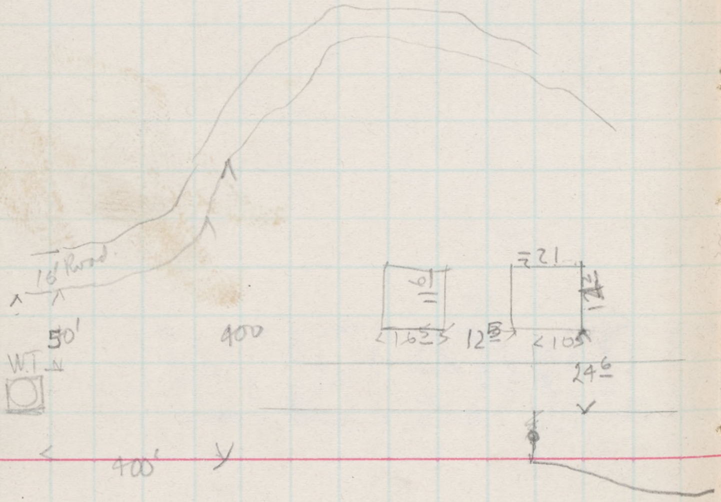
6+00 Aprox BC Lt.
10+00 Δ prox E.C M.P. 2 30# Rail
7+80⁶ Bex 41ᶜ 1'x1'

4+46⁰

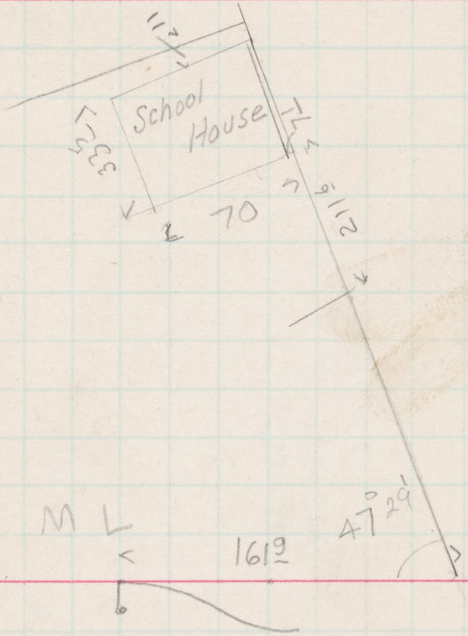
2+00

1+50



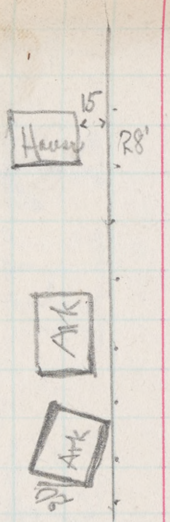

16' Road
50'
400
W.T.
400'
21

Tiburon



Dep
3957625/

$395+62^{5}$



$395+01^{5}$

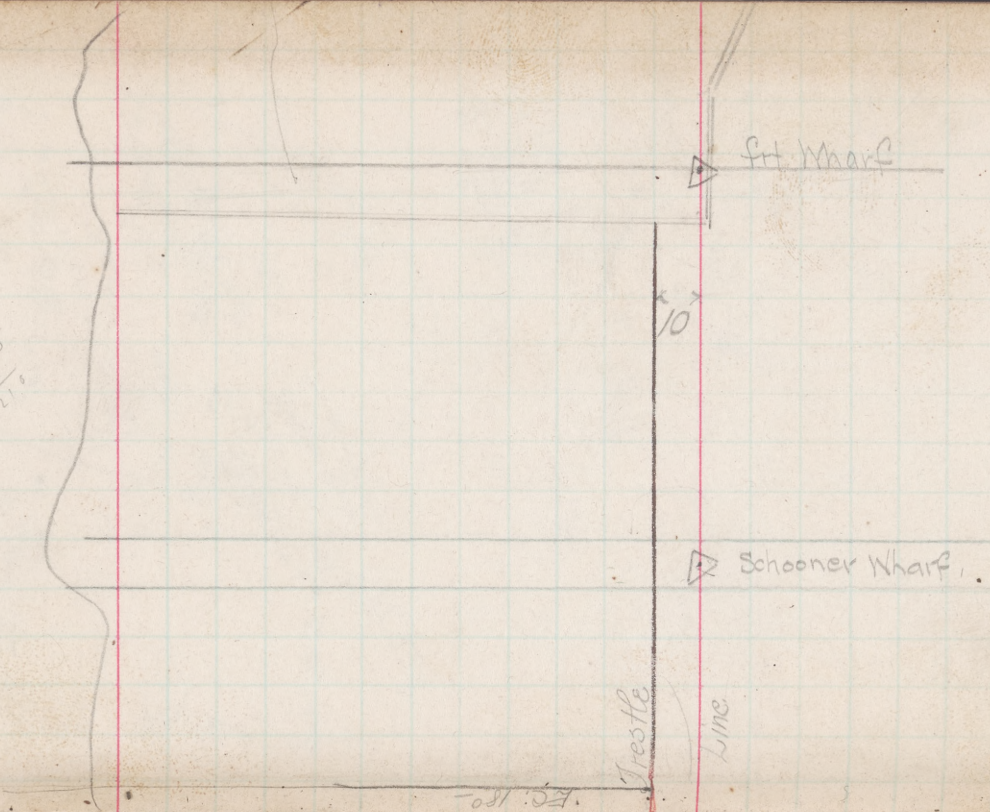
$392+65^{2}$

$392+48^{9}$

B.C.	0+00	0°00' ✓
Δ	+25	2°15' ✓
Δ	0+50	4°30' ✓
Δ	+75	6°45' ✓
	1+00	9°00' ✓
Nail →	~~+10~~	~~10°15'~~
Nail →	+25	11°15'
	1+40	12°36
	1+52	13°30
	2+00	18°00
	2+50	22°30
	2+81.39 =	25°41½
	0+90 =	8°06

Tiburon 2/6/17 -

Bulkhead & Temp. Trestle -



$\frac{51°33'}{25°\ 46\frac{1}{2}}$

To Willis

3 Wire 22^{3} • 5202+94^{0}

Co. Line 22^{1}

5201+14^{2}

Hoplaur

5197+58^{6}

109^{8}

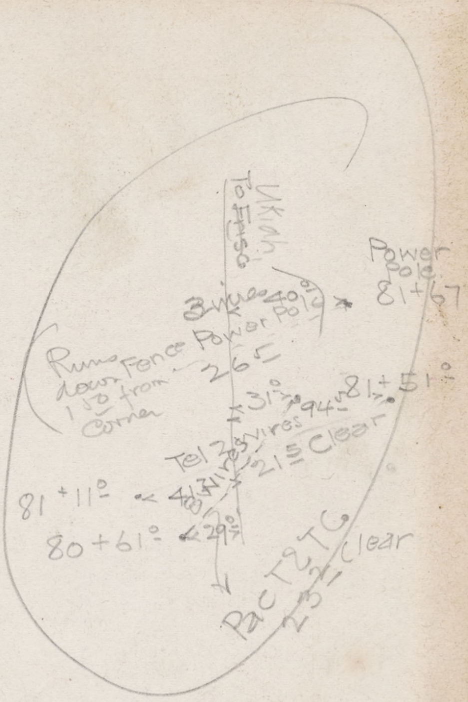
Snow Mt.

2 Wire

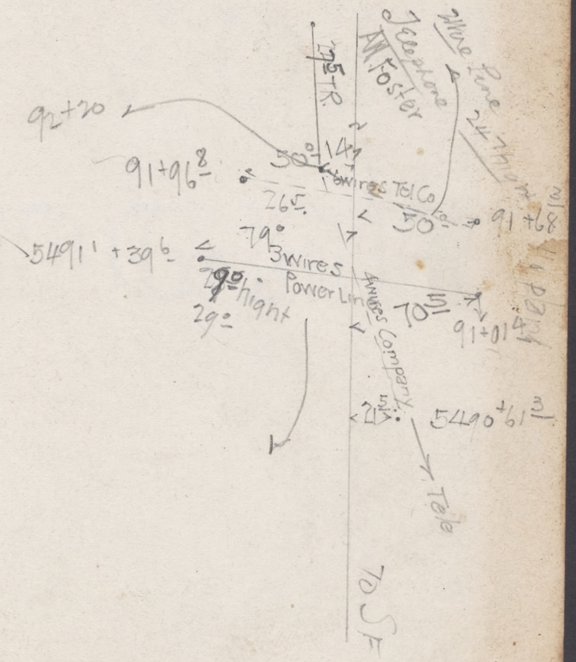
Power Xing

27^{7} • 5196+94^{3}

H.W. 22^{3}



Ukiah
To Frisco
Power pole
81+67
3 wires
40'9
Power Pole
Runs down Fence
150 from Corner
26'1
31'
94'
81+51
Tel 3 wires
21'5 Clear
81+11
41'3
29'
80+61
Pac T&T Co
23'1 Clear



Wire Line
Telephone
A.M. Foster
17'5 T.R.
92+20
91+96.8
50'
14'
6 wires Tel Co
26'5
50'
91+68.3
79'
5491'+39.6
3 wires
Power Lines
29'
hight
Company
70'5
91+01.4
21'5
5490+61.3
Tele
To SF

Cloverdale Light & power Co

~~Teleph~~ Telephone Co

Italian Swiss Colony Co

30
12
3 Pole
28.8

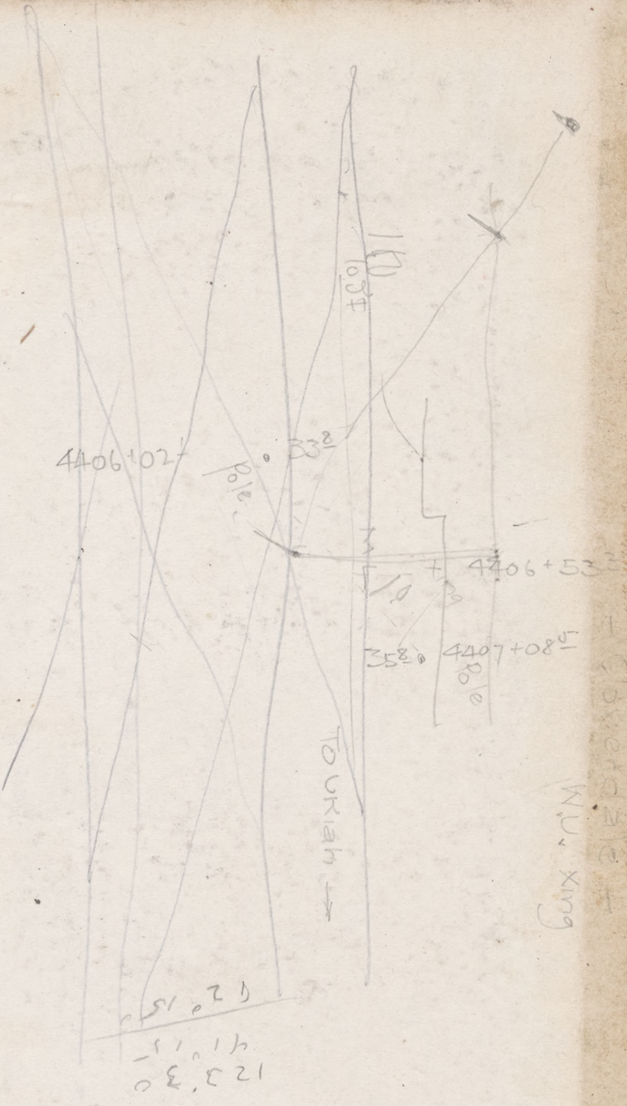
73.8

685

12

325

205



4406+02
33.8
Pole
4406+53
35.8
4407+08
Pole
To Ukiah →
W.U. xing